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IN TWILIGHT ZONE.

It sounds well, but it is mostly unsound sound, and, as defined at the Conserve Conference, there is just as much twilight zone between the States and the Nation as there is between the convictions of Theodore Roosevelt and the convictions of William Jennings Bryan as to fixed, fundamental principles in American government.

CUBAN ORES.

The *Iron and Coal Trades Review* of London, commenting on the large discoveries of ore in Cuba, to which the MANUFACTURERS' RECORD has from time to time referred, suggests that outside of the 500,000,000 tons estimated to be owned by the Pennsylvania Steel Co. in its Cuban property "there are claims in this new district held by speculators, and not in control of any iron and steel producer." The *Review* suggests, in view of these facts and of the great importance which these ores are likely to have upon metallurgical interests, that the discoveries are not reassuring to British ironmasters unless they should take steps to investigate and secure control of some of the properties still in the hands of speculators. This the *Review* thinks should be done at once by British iron men.

It may interest the *Review* to know that while it is possible speculators may still hold some of these properties, it is probable that most of the proven properties have been taken up. The Bethlehem Steel Co., we believe, has secured a large body of Cuban ore esti-

mated to be as great in quantity as that held by the Pennsylvania Steel Co.

IN TIME OF DULLNESS PREPARE FOR BUSINESS.

Mr. E. C. Mahan, general manager of the Southern Coal & Coke Co., Knoxville, Tenn., in a letter to the MANUFACTURERS' RECORD gives a bit of interesting news, in which he says:

In this period of depression it has occurred to the writer that it might at least be a source of encouragement to know of the development that is going on at the present time of three large coal mines on the new Pine Mountain Branch of the L. & N. Railroad, which leaves the Cincinnati-Atlanta line of this company at Williamsburg, Ky. This road is approximately 20 miles long, and is being constructed primarily to develop the three mines above mentioned.

These mines are being developed by the Gatlin Coal Co. and the Mahan-Jellico Coal Co., with practically the same officers as the Southern Coal & Coke Co., which latter company will market the output of the new operations. The operations will be large ones, and the plants are being constructed on a first-class basis.

We feel that the fact that a large outlay was being put into the construction of these plants at this period would certainly speak well for the future of the coal business in this section, and would be a reminder to the people generally that there were some people with capital who felt that the present time was an especially favorable one for the development of new operations.

This is a gratifying illustration of the farsightedness and the optimism which prompts these investors in this time of depression to go ahead in developing coal properties, knowing that the work can be done at a lower cost than in times of activity, and that the activity which must sooner or later inevitably return will then make a profitable market for a large increase in coal output. The whole South may very well study as to whether it is not wise now, when construction work can be done at a low cost, to do everything possible in the way of reconstructing plants, reshaping badly-built mills or factories and re-equipping where new machinery is necessary. All of this can be done to very much greater advantage at present, in order to be ready for the next advance, than to wait until the advance is on us before trying to do it.

In the recently published pamphlet report of the General Electric Co. appears the following significant and suggestive paragraph:

During the first part of the last year our engineers were fully occupied in supervising the technical details of our greatly expanded business. Upon the decline in business which followed they have had more time to devote to improvements and economies in design of our apparatus. Much attention has also been given to the design of special apparatus intended to meet novel conditions and to the extension of our business along profitable lines.

Here is a valuable hint to managers of cotton mills, lumber mills or other enterprises. Now is the time for them to make improvements or repairs, to plan and execute enlargements, and in other ways to prepare for handling orders when they again come in with a rush. Not so long ago industrial plants were driven to their utmost capacity to

supply demands. They never halted save to make absolutely necessary repairs. Additional facilities would have been welcome and profitable, but there was no time to provide them. Improvements to the existing machinery might have assisted by increasing the output, but there was no possibility of ceasing manufacture long enough to make them. Yet now there is plenty of time to do everything needed, repairs, improvements and additions, and whatever is necessary ought to be done immediately.

Many a manufacturer now argues that there is no need to hurry about such matters; that it will be quiet, if not dull, for a long time, and he can go slow about spending money; at least he can wait until there is some sign of greater facilities being required. But he may be sure of one thing: If he does not prepare for the future by taking full advantage of the dull season he is practically certain of being unprepared when business regains its wonted rush. The revival of commerce and industry is not going to be heralded by a brass band; it will come about gradually, stealing upon us almost unexpected, but finally advancing with a rush that will again swamp with orders those who have not wisely taken advantage of the present to put their houses in order.

Look at the Pennsylvania Railroad Co.! Its directors do not apprehend, as some other folk seem to do, that everything will be oppressively and depressingly dull for a long, long time. It has just sold \$40,000,000 of bonds to continue its great work of increasing facilities, confident that they will be ready for the traffic none too soon. What will be the result of all this? The company will have its six tracks from New York to Pittsburgh finished and ready for use when another glut of freight traffic is threatened, and, in addition to this, it is pushing on with its great tunnels and terminals at New York, which the public is anxiously waiting to enjoy. Does not this kind of work evidence the wisdom of those who direct it? Also is it not the sensible thing to do? We do not wait until it snows before we lay in our winter's fuel, nor do we wait until it rains before we purchase an umbrella. Therefore, why should we wait until orders become too large for the capacity of factories before we enlarge them?

"In time of peace prepare for war" might well be paraphrased thus: "In times of dullness prepare for business." The men who are ready for it will get the trade.

PAUPERIZING THE SOUTH.

"You tell me the South is too poor to educate her children," was one of the profound but very, very time-frazzled statements projected into the meeting of the Charities and Corrections Conference at Richmond, Va. Whoever told the speaker that the South is too poor to educate her children was an absolute ignoramus, if by poverty is meant lack of money. But the South will become too poverty-stricken in spirit to

educate any children right if it upholds its "educators" in leading in educational mendacity.

PANIC AS A CONSERVATOR.

The economic value of a panic in the conservation of natural resources might be an interesting study in the light of the conference at Washington last week. Irrigation of semi-arid lands has been under way for some years, so that the conference was not needed in order to encourage irrigation. Reclamation of overflowed or swamp lands is being pushed in a good many directions, and no particular stress need have been laid upon the importance of reclaiming the millions of acres of swamp and wet lands, for the public fully appreciates the opportunity and is vigorously at work doing this. Forest preservation has been discussed with as much vigor during the last five or ten years as is possible, and practically nothing new whatever could be said on that subject. If, however, the conference should bring to bear upon Congress sufficient pressure to induce the passage of the bill for the White Mountain and Appalachian reservations it would have justified its existence; otherwise, it is a little difficult to see just what has been accomplished. Mr. Hill could only reiterate what he said two years ago about the increasing consumption of iron and coal and the lessening of the fertility of the soil as claimed by him. So far as the latter is concerned, this country has been doing some very active work for some years in restoring the fertility of its soil. The washed hillsides of the South are, by better cultivation and by terracing, being restored to fertility. The work of the agricultural colleges in every part of the country is showing how lands which were overcropped and badly cultivated can be, and are being, restored to more than original fertility. Hence, all that was said on that subject was about 10 years late. Two years ago Mr. Hill made the same speech, and replying to it, we said:

Our progress, however, has only been the pioneering work of clearing the wilderness, of plowing and planting amid the stumps which mark the new land of the settler. Not yet have we had time to pull the stumps and drain the swamps. What we have been doing is like sowing by hand and gathering our harvest with the old sickle as compared with what we are now preparing to do. In our pioneering work we have had to disregard permanency to meet the immediate needs of the hour. We have had to make haste even though it meant some waste. However, like the pioneer who built his rude log hut and tilled the stump-ridden soil until increasing gains made possible the building of a better home and the clearing of his land in order to utilize labor-saving implements, we had to pursue similar methods in our national development until now, when we have entered upon a period where scientific farming will take the place of old soil-destroying farming and where scientific skill in manufacturing will mean changes as radical as those which mark the difference in farming methods. All that we have done in this work of material upbuilding has been the perfectly logical working out of conditions which have surrounded us, conditions which in no wise need give us any concern

nor for a moment be considered as pessimistic in their tendency.

Had the questions discussed at Washington been brought up ten years ago they would have been very much to the point; but now they are only interesting as showing the rather belated awakening of some who do not seem to have kept track of what the country is really doing. The improvement of rivers and harbors has been stressed with such emphasis by every commercial organization in the country and by the National Rivers and Harbors Congress that there is not a new word that can be said on the subject. Coming back, however, to Mr. Hill's views on iron and coal, the natural supposition from a study of his statements and of the statements of others would be that we should lessen our production of iron and coal. If that be his theory, the panic and industrial depression have proved potent economic forces in accomplishing this. Last year we were making pig iron at the rate of 2,250,000 tons a month. Now we are making iron at the rate of 1,000,000 tons a month. Last year our car works and the locomotive plants were crowded to their utmost capacity trying to provide rolling stock that the railroads might be enabled to keep up with increasing business; but today the car and locomotive works are either idle or running on short time, because there are over 400,000 idle cars for which freight cannot be found. Therefore, we are not using up so much lumber and iron nor burning so much coal as we were last year. But most people do not look upon that as anything over which to rejoice.

It is rather a curious fact that the conference did not emphasize the entire feasibility of a conservation of natural resources through the aid of a panic and industrial depression. Would Mr. Hill and those who agree with his views lessen the production of iron and coal? If so, we must, of course, lessen the prosperity of the country. We must either stand still and refuse to manufacture iron and mine coal sufficient to meet consumptive requirements, put the price of iron and coal so high as to destroy business, or else we must, as sensible people, go ahead and do business, and do it with all the vim and energy which has made America what it is. Our progress as a nation, our wealth, our influence in world affairs, our civilization itself, are mainly due to the tremendous energy with which we have turned dormant resources into tangible wealth. Our population is about one-fifth as large as Europe. We certainly have ten times as much coal as all Europe, but nobody finds the people of Europe pessimistic as to the ability of that part of the world to maintain its material growth for any lack of natural resources in the years to come. We have more iron ore than all of Europe, and why should we not turn that ore into the finished product and build more railroads and more machinery, not only for our own needs, but for the expanding commerce of the world? If we would reduce the output of coal it must be done to a considerable extent by the utilization of the vast undeveloped water powers of the country. Of course, more skill in the use of coal will increase its efficiency, but engineers have been urging this for a generation or more. There is more energy going to waste in the rivers of this country than is now utilized in all the manufacturing plants of the land, and yet there seems to be some disposition to throw around the

development of water-powers restrictive legislation which would make it more difficult to find the capital for their development. Every unutilized river is power forever lost. Every ton of coal mined and burnt up is forever destroyed. We could tremendously conserve our coal resources, though it will be some generations before this is even a serious problem, by the utilization for electric energy of every available stream that runs its course idly to the sea.

Conservation of natural resources is, of course, of profound interest, but let us not make the mistake of wasting thought and time in advocating things which the country is already vigorously doing, and in advocating other things the doing of which could only be carried out by lessening our material progress. Let us get at fresh things and find something new to discuss. Whenever during a hard winter or in times of business activity the supply of coal is unequal to the demand, the owners of coal properties, individuals as well as railroads, are berated for their greed and grasping avarice in not mining sufficient coal to supply the consumptive requirements of the country; but now we are told that we must lessen our coal consumption, and then surround it with such restrictions as will make the production of coal more costly, and thus enhance the price to the consumer.

Our anthracite, we are told, is nearly gone, and we must save the balance for future generations. But let the coal people reduce production and advance prices in order to do this, and what a merry howl the country would make. Our iron ores, we are likewise informed, are being used up so rapidly that an iron famine is not far away; therefore, we must either lessen our consumption of iron ore by determining not to mine so much ore or we must so enhance the price of iron and steel as to lessen home consumption and destroy the ability to market our finished products abroad. Europe really laughs at our excited fears on exhaustion, and the *Iron and Coal Trades Review* of London, in discussing the conference, thinks we are unduly alarmed, for it sees no danger even in as old a country as England. Following the conference came an address, which all the daily papers seem to have taken seriously, by an electrical engineer, who claimed that everything—soil, coal and all—is doomed except they be saved by his particular thing, electricity. A fine boost for electricity!

May it not be that there is back of the views expressed at the conference by some of the speakers a desire to frighten the country in order to secure free ore and free coal and free raw materials generally? May it not be that some of the railroad interests close to Canada want to bring in free ore and free coal and free lumber in order to increase their traffic? Mr. Hill, as an owner of ore properties and of railroads that would find increased business by free trade with Canada, might unwittingly let his individual interests run away with sound judgment and feel entirely justified in repeating his warning of two years ago. May it not be that there are some great consumers of these materials who are anxious for free raw materials and who have utilized the present occasion to lay the foundation for a revision of the tariff along the lines of free raw materials? The people who in times past have moved in this way have always recognized the fact that they could play to the galleries and catch the votes of Southern Congressmen

and the applause of most of the papers and the people of the South. They know that the politicians of the South overlook the fact that all the cry for free raw materials is a cry to place the South at a disadvantage in comparison with the rest of the country, since the South is a producer of raw materials. What a tremendous advantage it would give to other sections, who we may be sure will be successful in maintaining a good protective tariff on their finished products, to be able by means of free raw materials to decrease their cost of production at the expense of the South. Shall we again see the South hurrah, as it has done before, for a tariff which would wipe out protection on all of its products and leave a tariff of 40 per cent. or 50 per cent. on all of the finished products which it buys from other sections? If this should prove to be the case, this conference would not have been the first occasion when Governors have been used to the benefit of schemes against their own section without seeming to comprehend how beautifully they were being worked.

CAUSE AND EFFECT.

The Richmond *Times-Dispatch*, in a recent issue, referring to a ruling of the State Corporation Commission permitting one of the railroads of the State to increase its passenger rate from two cents to three cents a mile, said:

A prominent State officer in discussing the matter informally yesterday called attention to the fact that when the commission more than a year ago promulgated its so-called two-cent rate order, which prescribed the fares to be charged on the various railways of the State for passenger transportation, conditions were most prosperous. All lines were reporting record-breaking business, and the time of the commission was largely taken up with consideration of complaints that the roads were unable to furnish a sufficient number of cars to accommodate the traffic. The commissioners could not foresee an upheaval in these trade conditions, nor could they know that the passenger and freight business of the roads would suddenly fall away to half its former proportions.

If the members of the Commission were unable to foresee an upheaval in trade conditions they were entirely too blind to hold such responsible positions. There was not the slightest trouble in any man of average business intelligence knowing, with the same certainty that he knew the sun would rise the next day, that we were heading straight for a fall just as rapidly as the wild clamor of the public found official expression in such action as that of the Virginia Corporation Commission and other legislative work enacted and threatened against railroads. We are told in this statement of a prominent State officer "that the roads were unable to furnish a sufficient number of cars to accommodate the traffic." Yet lowering the rate could only either increase the traffic and make the conditions still more acute, or else bring about conditions of poverty which would lessen traffic in that way. It was entirely possible for the South and the country at large to decide whether it would meet the conditions then prevailing by reducing the volume of business down to a level of railroad facilities or whether they would, by encouraging investments in railroads, make it possible to so greatly increase railroad facilities as to enable the roads to catch up with their traffic. The country chose the former, and it has been pre-eminently successful. There are now over 413,000 idle freight cars and hundreds of idle locomotives standing on unused tracks because there is no business for them. No one not moved by passion or prejudice, familiar with financial or business

interests, could for a moment have doubted the outcome of the agitation of which the action of the Virginia Corporation Commission a year ago was a sample. A year ago every railroad in the country was pressed to the utmost limit of its ability to handle traffic. Tens of thousands of additional cars and hundreds of locomotives could have been used to advantage, but today over 400,000 cars, or about 25 per cent. of the total number of freight cars in the country, are lying idle. The railroad condition only illustrates the situation in every line of business throughout the country.

PRACTICAL IMMIGRATION PHILANTHROPY.

Lending money on easy terms to settlers as a means to aid in colonizing agricultural lands is a feature of a plan which the Rock Island System is trying in Kansas, according to the *Albuquerque (N. M.) Journal*. It says that in February and March nearly 100 families, mostly immigrants stranded in Kansas City, Chicago, Pittsburg and other large cities, had been placed upon farms of 100 acres each forming part of a tract of land of 25,000 acres near Plains, Kan. The plan in essence is to find immigrants who come from the rural sections of foreign lands, to induce them to leave the overstocked cities and to bring them back to the farm. As an inducement, the lands are offered for sale or for rent at low prices, and money sufficient to pay for all things necessary to tide the settler over his first or second crop, or even farther, is lent at easy rates of interest. The interest of the railroad company is, of course, to have the lands converted into traffic-makers, but the plan, if successful, may be expected to become a most practical philanthropy, of benefit both to the settlers and to the section where they may settle. There are plans dealing with the distribution of immigrants promoted primarily for the purpose of solving such menacing social problems as those on the East Side of New York city and interested in the immigrants only to the extent of getting rid of them for good and all. Associated with such plans, which look to the agricultural sections of the country only as a species of dump for undesirables, are the machinations of foreign governments or alien racial or religious organizations adroitly working upon the influence of un-American racial or religious forces in American politics. Distribution of immigrants under such auspices is to be sedulously discouraged by all Americans, whether native or foreign-born, as calculated to benefit neither the immigrants nor the communities which may be beguiled into harboring them. Distribution upon some such basis as that credited to the Rock Island System is, however, to be heartily furthered by everybody concerned. It looks to permanency and productiveness and guarantees business-like methods of selection of settlers. It is a plan that all the railroads operating into the South may study with profit.

FREEDMAN'S BANK BILLS.

Thirty odd years ago several thousand ignorant negroes were robbed through the medium of the malodorous Freedman's Bank, one of the stenches of the reconstruction regime in the District of Columbia. From time to time since then bills have been introduced in Congress, and one of them is now before that body looking to an appropriation from the Federal Treasury to re-

imburse the victims of the robbery. However good the intent may have been in the introduction of such bills, the fact of their introduction has usually been used to swindle other negroes under the impression that cash contributed by them would in some way or other be returned many fold upon the appropriation's becoming available. That is a vital objection to the serious consideration of bills for the benefit of Freedman's Bank depositors, especially as, if evidences of legitimate claims are still in existence, they are more than likely beyond the reach of the victims of the robbery or their heirs and are in the hands of speculators, who, after all, are probably the individuals principally interested in the introduction of such bills.

ALABAMA COAL AND COKE.

An interesting presentation of Alabama industry is a booklet published by the Pratt Consolidated Coal Co. of Birmingham showing the production of coal and coke by Alabama mines and ovens in 1907, giving the output of all producing companies, the location of mines by counties and the names of the seams worked. The statement deals with the production of more than 100 companies in 12 counties of the State, and shows an output of 14,424,863 tons of coal and 3,096,722 tons of coke from 10,148 ovens. Of the output of coal, 2,192,860 tons were from properties of the Pratt Consolidated Coal Co. The booklet also shows that between 1870 and 1907 the production of coal in Alabama increased from 13,200 to 14,424,863 tons annually, the total output in that time being 164,260,922 tons; that between 1880 and 1907 the annual production of coke increased from 60,781 to 3,096,722 tons, the total output in that time being 37,827,388 tons, and that between 1872 and 1907 the annual pig-iron production of the State increased from 11,171 to 1,086,674 tons, the total output in that time being 23,181,383 tons.

HOW TO BUILD.

[Scranton (Pa.) *Financial Review*.]

Why is it, then, that the South is given credit for greater industrial activity than our own region? Simply because for a number of years the South has been constantly exploited by one of the ablest industrial weekly newspapers in the United States, the MANUFACTURERS' RECORD of Baltimore.

If the captains of industry and men of affairs in our territory give us the support that Southern industries have given to the MANUFACTURERS' RECORD, we believe that in time we can produce a journal as strong and successful as the MANUFACTURERS' RECORD.

In his report for May 15 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 258 days of the present season was 10,597,448 bales, a decrease under the same period last year of 2,211,375 bales. The exports were 6,782,064 bales, a decrease of 1,125,562 bales. The takings were, by Northern spinners, 1,527,537 bales, a decrease of 829,965 bales; by Southern spinners 1,891,888 bales, a decrease of 118,445 bales.

Estimates that the Georgia peach crop this year will be between 7000 and 8000 carloads have stirred the growers to plans for handling the crop to the best advantage. At a meeting last week at Atlanta of the Georgia Peach Growers' Association was discussed the scientific marketing of the crop so as to prevent a loss through a glut and in addition the urgency of canneries as a means for profitable disposal of any surplus of the crop was considered.

NERVY SUGGESTION AS TO SOUTHERN IRON.

[Written for the Manufacturers' Record.]

An interesting proposition, to say the least, from a Northern ironmaker is found in the last issue of the *Iron Age*. In this letter "Furnaceman," discussing the relation of iron ore and labor to the cost of pig-iron, makes the following very remarkable suggestion:

"If the South really can undersell the North in all costs entering into pig-iron at the North on a bedrock basis, then a partial solution of the matter may be found in freight rates of Southern furnaces to Northern consumers. They might advance the rates to the North on Southern pig-iron \$1 to \$2 a ton (italics ours). This would be wiser and better than wiping the Northern ore and iron interests off the map, and would it be unfair and unreasonable. The South, on its own evidence, can stand it."

For a cool proposition this would have come better with the thermometer at zero than at a season of the year when it is tending to summer heat.

Why should the South be permitted to enjoy any of the advantages nature has given it?

Why not so adjust all railroad rates as to prevent the South from doing business in competition with other sections?

As a matter of fact, "Furnaceman" has possibly been studying the action of Southern legislators in Congress and elsewhere, in advocating railroad bills the effect of which is to put the making of freight rates entirely in the hands of a few men who could at any time practically wreck any section of the country. Suppose these did decide to do what "Furnaceman" suggests. Southern roads would, for the business life of the South as well as for their own salvation, object; but this might avail nothing if commissions with arbitrary power should say that you must advance your freight rates to a point which will save other sections from being injured by the South's natural advantages, and which will prevent the South from doing any trade outside of its own borders. It is perfectly logical that "Furnaceman," looking only at his side of the case, should feel that he is justified in advocating a policy which is in harmony with the actions of many Southern people; not only in harmony with the action which they have taken in their demand for arbitrary power by the Interstate Commerce Commission in the fixing of rates which may be used at any time to their own destruction, but in the effort of the same Southern legislators to vigorously applaud every effort made for free raw material at the expense of the South for the benefit of other sections. It is hardly too strong to put it to say that the shrewd, able, far-seeing business men of other sections, and nobody can blame them, who persistently have sought to make political interests co-operate with the development of their section, sometimes feel that they can play a good many people in the South for suckers, and not even offer any tangible bait, and yet find the suckers biting. Our business people in the South are beginning to wake up to the situation, and sooner or later they will have something to say to the politicians on the subject.

In the same letter by "Furnaceman" there is an intimation that Southern iron is not equal in quality to Northern iron. That is absurd, but it is an old tale.

A leading expert, thoroughly familiar with the iron and steel interests of the entire country, in a personal letter to the MANUFACTURERS' RECORD, discusses the matter as follows:

"The letter in the *Iron Age* is muddy

and inconsistent in parts. It presents the following questions:

"(1) Can the South as a general proposition get a reasonable or any profit out of the present selling prices?

"(2) Is the profit in Lake Superior ores too high, considering everything—cost of production, royalties and all conditions pertaining to them?

"(3) What would be the results flowing from the reduction of the price of Lake Superior ores at this time?

"In answer to the first question I would say that the South, as a whole, can adapt itself to the present conditions and have a margin of profit at the present prices, provided it could procure a steady market. I do think, however, that the South has never gotten as large a profit as it should have gotten. The iron companies have, as a rule, not been strong enough financially to permit them to handle this matter to the best advantage. I also think that they have been seriously handicapped by not admitting the changed conditions due to the depletion of the soft ore and the more readily won brown ore. In my judgment, the best interests of the South will be conserved from now on by recognizing these conditions, acknowledging the necessarily higher cost and thus educating the consumer to the knowledge that he must pay a higher added cost. Like conditions obtain to a certain extent in the North.

"In regard to his second question, I have no personal knowledge, but I feel morally certain that the same condition exists there. It seems inevitable that people will overstate the extent and quality of a mineral deposit and the ease and cheapness with which it can be won. If I were the owner of any good iron ore I should certainly decline under any circumstances to sell it at less than a good and satisfactory price.

"The third question really means what this price should be under present circumstances. I should not be willing to reduce the royalty (or ore value) an iota, however hard the times might be, because you will always have the ore and can hold it for better times; but there is an element which if not used today is gone forever, and that is labor. If the labor which handles the ore from the mines to the point of consumption is willing and anxious to do this work for \$1 a ton less, then, in my judgment, the holder of ore is silly not to make the reduction, because it seems absurd to me to say that lower prices will not stimulate consumption. Lower prices, which simply mean a demoralized market and give promise of still greater reduction, will not stimulate buying, but there is a point where many will be anxious to purchase.

"When the stock market seemed utterly demoralized and was going from bad to worse I watched it with wonder and surprise, but satisfied that at some point it would stop and equally satisfied that there was no question about the ultimate prosperity of the country. When C. & O. was at 34 or 35 it looked to me, from a personal knowledge of the road, that it was very cheap, and I would speak of it to my friends as a good purchase, but when it reached 27 I got out and hustled and raised money and put into it.

"In the same way iron will reach a point where everybody who ever expects to use iron will be anxious to buy, and their very buying will broaden the market and immediately improve prices. Now if the reduction in price does not exceed the reduction which labor is willing to accept—the labor which is here today and gone tomorrow—then I believe the best in-

terests of all concerned, including the laborer, is conserved. The full liquidation of labor is as necessary as the liquidation of the stock market.

"It is true that Southern iron is but a small part of the whole, but the Southern iron has for a number of years dominated and fixed the price for foundry iron, and it will continue to do so. That fact might just as well be admitted. The correspondent of the *Iron Age* is illogical in first pointing out that the Southern iron furnaces make no money, and second, intimating that they can wipe the Northern furnaces off the map. The vitality of the Southern iron industry had as well be admitted. It has been fully proven. Whether this is due to cheaper cost or a willingness to take smaller profits, it is true that in spite of the disadvantages of the long haul and of insufficient capital to which the writer refers, the South has made the North sit up and take notice, and that it should now be proposed that a protective tariff in the shape of an increased freight rate should be inaugurated is a confession of abject weakness.

"It is true that some of the Southern iron is not suitable for some of the purposes for which some of the Northern iron is used, and the reverse proposition is also true. One of the Northern companies has recently gotten out a circular in which they practically say that they are at last able to make an iron which for certain purposes is equal to the Southern iron.

"It has been the weak point of the Southern situation that they have weekly submitted to the suggestion by their competitors that their iron was inferior, and have permitted that belief to get abroad without an effort to contradict it."

An Opening for Active Men.

The rapid development of concrete construction has created a very broad business in the manufacture of reinforcing material. The American Steel & Wire Co., ever alive to any line which opens up a broader market for steel and wire work, has developed and perfected a type of steel wire reinforcement with a triangular mesh. Determined to put this material immediately within the reach of every architect, engineer, contractor and owner in the country, this company is now looking to the establishment of agencies and is seeking to secure reliable and aggressive men in all important towns and cities in the South and Southwest who can handle a business of this character. The active development of reinforced concrete work and the certainty that it will make even more rapid progress in the South than heretofore creates an attractive opportunity for men of ability fitted to take advantage of this proposition of the American Steel & Wire Co. An interesting and valuable book, full of information on concrete construction, will be sent free of cost to responsible individuals and business firms who desire to get in touch with the work the American Steel & Wire Co. is doing in this respect. Correspondence should be addressed to the company's nearest offices, either New York, Chicago, Denver or San Francisco.

The Commercial Club of Winnsboro, N. C., has elected Messrs. J. M. Jennings, president; John H. McMaster, L. E. Owens, vice-presidents; C. W. McCants, secretary and treasurer; C. F. Elliott, W. M. Quattlebaum, J. F. Fooshe, K. R. McMaster, J. F. Davis, J. H. Thornwell, C. A. Stevenson, A. B. Cathcart, J. D. Fulp and Dr. J. D. McMeekin, directors.

A report from Cumberland Gap says that an automobile line will be established between that point and Middlesboro by J. Frank White and R. F. Carr. An order for a machine has been placed.

MACHINERY AND SUPPLY MEN'S CONVENTION.

[Special Correspondence Manufacturers' Record.]

Richmond, Va., May 16, 1908.

Significant among the many features of the joint three-day convention just closed here of the Southern Supply and Machinery Dealers' Association, the National Supply and Machinery Dealers' Association and the American Supply and Machinery Manufacturers' Association were the large and representative attendance, the inspiring and encouraging tone of the speeches delivered, the continued and increasing spirit of co-operation among the various associations for their allied betterment and the growing tendency to promote square, clean and upright dealings in all business transactions. The programme was carried out as outlined in correspondence in the MANUFACTURERS' RECORD of May 14, with the principal exceptions that Vice-President J. C. Miller of the Southern Association presided over the joint sessions and acted as toastmaster at the banquet in the place of President C. H. Briggs, who was kept away on account of sickness, and Secretary J. M. Manley substituted for Commissioner Robert Wuest of the National Metal Trades Association for an address on the "Benefits Derived from Trade Organization."

The attendance was one of the largest in the history of the association, there being, according to conservative estimates gathered from the various secretaries, between 500 and 600 present, coming from all sections of the country, while at the joint banquet held on the evening of the second day at least 350 were present. The members of these associations are the leaders in the machinery and supply business in all of its branches, and they represent industries in which are employed thousands and thousands of men and millions of capital, and reach into every corner of the country.

Perhaps the most noteworthy feature of the many important addresses delivered, and even touched upon, in those addresses relating directly to the machinery and supply business was the appeal made by the speakers for higher ideals in business. The strongest points along these lines were contained in an address on "Commercial Fraternity," delivered at the banquet by President Charles A. Moore of Manning, Maxwell & Moore, New York city. Speaking with the knowledge of a man who has built up one of the most important business enterprises in the country, his talk fairly teemed with good, sound, solid facts, and reasons why the maintaining of square dealing and honesty in business relations are vitally necessary to the building up of a business organization of any kind. He spoke of the position which the merchant occupies today in the affairs of the country and of the things that should influence him in the conduct of his business so that they would not only enable him to build up a profitable one, but at the same time the type of a square and honest one. He emphasized the importance of the businessman interesting himself in politics and exerting an influence for the good in the conduct of our city, State and National Governments. He particularly appealed to the young men, and gave them some good, strong advice as to the opportunities that were available for their advancement in the business world at the present time. Altogether his speech was most encouraging and inspiring to the general business man.

Along similar lines also spoke Mr. D. K. Swartwout of the Ohio Blower Co., Cleveland, Ohio, who addressed one of the joint sessions on "A Plain Talk to Job-

bers," but who, in his opening remarks, said he wanted to change his topic to "A Heart-to-Heart Talk With Both Manufacturers and Jobbers," and such, indeed, it was. He made an earnest appeal, backed up by numerous facts and illustrations for cleaner business methods, and summed up his conclusion in the following motto: First, square deal for all; second, fair prices for honest quality; third, clean methods and clean men.

The presidents, both outgoing and incoming, and other speakers also dwelt upon this topic, and the applause which invariably followed their telling points was strongly indicative of similar convictions on the part of the members. Another of the topics most generally discussed was that of re-sale prices. An address on this subject was made at one of the joint sessions by Mr. F. A. Hall of the Yale & Towne Manufacturing Co., New York city, who pointed out the desirability of fixed minimum resale prices from the standpoint of the consumer, the dealer and the producer, and that they should be so fixed as to be fair to these alike and to assist in steady production and eliminating the tendency to force prices excessively high or destructively low with every slight departure from the exact balance of supply and demand. He covered his subject thoroughly in all of its phases and threw much light on the advantages which would be derived from the establishment of such prices. This address was followed by a general discussion on the part of many members, and their conclusions on the question were summed up in a joint resolution, which declared that it was the sense of this convention that some methods of regulating and maintaining such prices could and should be devised that would not conflict with the existing Federal laws and would be fair and equitable to all concerned.

It is very probable that a tentative arrangement of resale prices on a certain limited number of articles will be arranged, and if these work successfully a more complete system will be later undertaken. Resolutions were also adopted placing the associations in opposition to the passage of the Hepburn or similar anti-injunction bills, and requesting that the various Government departments, in asking for bids on specifications for machinery and supplies, make it necessary for the manufacturers' names to appear on each and every article furnished under their proposals.

The subject of salesmanship was ably and interestingly handled by Mr. W. E. Gerow of the Atlantic Supply Co., Jacksonville, Fla., who outlined modern methods of selling goods as compared with the older ones. His treatment of the subject manifested a clear conception of the fact that salesmanship of the day has reached a higher plane and that many ideas never heretofore considered necessary to successful salesmanship are now widely accepted as of the utmost importance. He brought out strikingly the fact that if a man elects to a career of salesmanship there are many ways by study in which he can improve and enable himself to present his goods in a way that will appeal more strongly to prospective customers.

Mr. W. M. Pattison of the W. M. Pattison Supply Co., Cleveland, Ohio, in an address on "The Advantages of Co-operation in Supply and Machinery Business," interestingly explained many of the leading features and advantages that come from co-operative work by those engaged in an industry. He pointed out how such co-operation could be beneficial in many

ways, and he urged upon the members of the association that they endeavor to increase their knowledge of the men and methods of those in these associations.

The spirit of co-operation as manifested at this convention emphasizes the importance and many advantages which can be derived from an annual meeting together of those engaged in the manufacture or sale of those products which go to form a distinct class. Among these advantages may be cited opportunities for better personal acquaintance, interchange of ideas, correction of abuses, better methods of handling, marketing and distributing products and the broad influence for general betterment which only a strong and representative association of men engaged in similar businesses can wield for growth and protection from those things which assail a business as a whole. Moreover, this convention was an added and convincing evidence that the many business or trade associations in every line throughout the country are becoming more and more leading factors in the general business welfare of the country, and that they are exerting influences which undoubtedly are having more to do with encouraging and establishing honesty in business than any other cause. The following officers were elected for the ensuing year:

Southern Supply and Machinery Dealers' Association—President, J. C. Miller, Miller Supply Co., Huntington, W. Va.; first vice-president, E. A. Peden, Peden Iron and Steel Co., Houston, Texas; second vice-president, Percy G. Wall, Knight & Wall Co., Tampa, Fla.; secretary and treasurer, Alvin M. Smith, Smith-Courtney Company, Richmond, Va.; executive committee, C. H. Briggs (chairman), Briggs-Weaver Machinery Co., Dallas, Texas; J. A. Riechman, Riechman-Crosby Company, Memphis, Tenn.; H. C. Clark, Charlotte Supply Co., Charlotte, N. C.; E. T. Hartfelder, Hartfelder-Garbett Co., Savannah, Ga.

National Supply and Machinery Dealers' Association—President, George Puchta, Queen City Supply Co., Cincinnati, Ohio; first vice-president, Henry Prentiss, Prentiss Tool & Supply Co., New York, N. Y.; second vice-president, W. M. Patterson, Patterson Tool & Supply Co., Cleveland, Ohio; secretary and treasurer, A. T. Anderson, Cleveland, Ohio; executive committee, Charles S. Farquhar, Chandler & Farquhar Company, Boston, Mass.; Jas. W. Wright, J. W. Wright & Co., St. Louis, Mo.; W. L. Rogers, Pittsburgh Gage & Supply Co., Pittsburgh, Pa., and F. B. Scott, Syracuse Supply Co., Syracuse, N. Y.

American Supply and Machinery Manufacturers' Association—President, Charles F. Aaron, New York Leather Belting Co., New York, N. Y.; first vice-president, L. D. May, A. Leschen & Sons Rope Co., St. Louis, Mo.; second vice-president, E. H. Hargrave, Cincinnati Tool Co., Cincinnati, Ohio; third vice-president, J. W. Gardner, Gardner Governor Co., Quincy, Ill.; secretary and treasurer, F. D. Mitchell, 309 Broadway, New York, N. Y.; executive committee, J. H. Drury (chairman), Union Twist Drill Co., Athol, Mass.; John Trix, American Injector Co., Detroit, Mich.; S. P. Browning, Ohio Valley Pulley Works, Maysville, Ky.; Carl A. Hubbell, T. R. Almond Manufacturing Co., Brooklyn, N. Y., and E. Bertram Pike, Pike Manufacturing Co., Pike, N. H.

When they were installed into office on the afternoon of the last day's session the new presidents in their inaugural addresses stated that it was their intention to exert every influence for the general good of the various organizations, and that every effort would be expended to stimulate the growth of the membership so as to make

them more than ever representative of the several businesses covered by the associations and also to make them more active in both promoting a general business welfare and to increase the standard of general business transactions.

The time for holding the next annual meeting is placed in the hands of the executive committees, but from general opinions expressed it is very probable that either Chattanooga or Memphis, Tenn., will be selected.

Resuming in Carolina.

[Special Cor. Manufacturers' Record.]

Raleigh, N. C., May 15.

The fact that the Corporation Commission has been notified by officials of the Norfolk & Southern Railway that arrangements have been made for the immediate resumption of work on the great trestle across Albemarle Sound at Edenton is taken as a good sign. The cost of this great work, the trestle being five and a-quarter miles in length, will approximate a million dollars. Work was very abruptly stopped last November after about 150 yards at each end of the trestle had been laid in place.

A noted lumber company has made very heavy purchases of timber in the section between here and Springhope, less than 30 miles northeast of Raleigh, and will construct a line to this city, connecting with the Atlantic Coast Line at Springhope.

Raleigh is arranging to take something like 2000 horse-power from the electric power plant at Buckhorn Falls, now owned by the Central Carolina Power Company, which is a branch of the Electric Bond & Share Co., Egbert Douglas being the general manager. At the plant at Buckhorn Falls, on the Cape Fear river, 28 miles from Raleigh, the horse-power developed is 4000, and of this Fayetteville Cotton Mills take half, two mills already using the power and three others having contracted for it.

A full force of men is at work on the dam and power-house of the great electric power plant at Blewett's Falls, on the Pee Dee river, near Rockingham. Cotton mills are very thick in that section. This plant will develop 28,000 horse-power. All the North Carolina plants are being built on the 60-cycle system, so that all can be tied together if necessary, this applying to the great Whitney plant, the Yadkin river plant, near Winston-Salem, and to various others. The Buckhorn Falls plant is the most easterly one in the State of importance. There is one at Milburnie, on the Neuse river, six miles from here, which develops only 800 horse-power.

FRED A. OLDS.

Building at Galveston.

Messrs. Bowden & Worth, building contractors, of Galveston, Texas, in a letter to the MANUFACTURERS' RECORD say:

"We will in a few weeks start the construction of a large extension to the conveyor of elevator 'B,' one of the largest grain elevators in the South. It is to be made almost entirely of steel. We will also rebuild the conveyor to elevator 'A,' which will also be a steel construction. We are making plans at present for the remodeling of the Levy Building, which was recently bought by the City National Bank of Galveston. The City National Bank is to occupy a part of the building. We will put in all modern improvements, fireproofings, etc., and hope to make the bank's new headquarters a credit to both Galveston and the South. Judging from the present and proposed construction, the South in general, and Galveston in particular, will soon rival the North and New York in more ways than its shipping."

Ensley Plant, Tennessee Coal, Iron & Railroad Co.

By ALBERT PHENIS.

[Written for the Manufacturers' Record.]

"If the iron and steel making potentialities of Alabama are as great as has been claimed, why is it that Carnegie and men of his position in the metallurgical world have not invested in iron properties in that State?" That is a question asked a thousand times when Carnegie was a leader in iron making, and since the United States Steel Corporation succeeded Carnegie and became the great world power in iron and steel the question has often been reiterated as to that organization. "The people in the Steel Corporation are among the

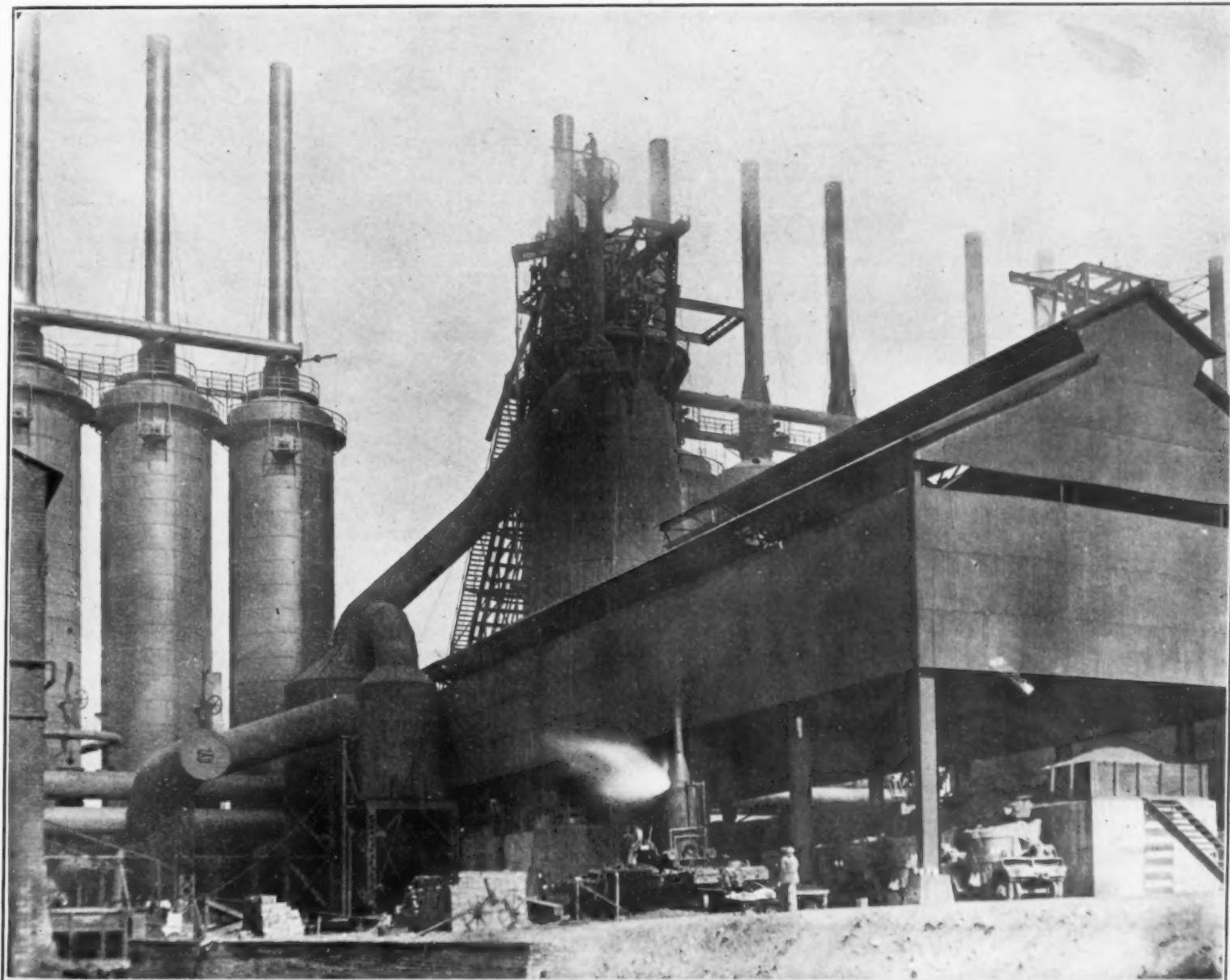
need not again be repeated. Including the stock of the Tennessee Coal, Iron & Railroad Co. and the bonded indebtedness thereof, the Steel Corporation now has about \$50,000,000 staked upon Alabama's iron and steel making potentialities, and with this \$50,000,000 argument it answers the questions of the skeptic. In this purchase it has given to the world its endorsement of Alabama's advantages, and in so doing it has given to this section the highest commendation possible to be given by the greatest aggregation of metallurgical

and steel making in that State what it was not possible for anybody else to do before. Great progress was being made under the recent management by the Tennessee Coal, Iron & Railroad Co., and the work of that management was further proof of the value of great capital and great organizations. This is now being followed up on a still larger scale, by still ampler capital and still vaster organization, having at its command the best technical skill that the world can afford and money for all the expansion that may be justified by business conditions. The value of the development thus made possible is not confined, however, to the property of the Tennessee Company. Every improvement made in metallurgical work, every advance step in the scientific

which will quicken every business interest in all the Central South.

The recent purchase of the Tennessee Coal, Iron & Railroad Co. by the United States Steel Corporation has called the attention of the steel world to the Birmingham district, and particularly to the Ensley division, as the improvements made, under way and contemplated will enable it to be compared favorably with the most modern plants in this country.

This plant covers about 100 acres on the side of a hill overlooking the town of Ensley, which is situated about seven miles west of Birmingham and is the largest of the Tennessee Company's manufacturing properties. It comprises six blast furnaces, pig machines, two 20-ton Bessemer converters, four new modern 100-ton



BLAST FURNACE, ENSLEY PLANT, TENNESSEE COAL, IRON & RAILROAD CO.

shrewdest and ablest iron men in this country; why, then, have they not secured a foothold in Alabama if the South has the strategic advantages which its friends have long claimed for it?" has likewise been asked a thousand times. To both questions there were logical answers, and yet these answers did not always satisfy the skeptic, and so many who might otherwise have been tempted to invest in Southern iron properties hesitated to do so, believing that if the iron-making resources of Alabama were as great as experts had said, surely the practical iron men and the great capitalists in the Steel Corporation would have been quick to invest there.

These questions are no longer necessary, and the answers, logical as they were,

skill and capital which the world has ever known.

Immensely valuable as this investment by the Steel Corporation is from that point of view, it is probably equally as valuable as giving to the South an object-lesson, showing what can be accomplished by a great aggregation of capital which could not be accomplished by smaller concerns or by individuals acting independently. With an investment which, stocks and bonds included, already represents, as stated, \$50,000,000 in the control of an amount of ore in Alabama estimated by some experts to be almost as great as the total ore holdings of the Steel Corporation when it was first organized, that company is able to do for the development of iron

handling of coal and coke, and ore and iron and steel, made by the Tennessee Company under the ownership of the Steel Corporation inures to the benefit of all other iron companies in the district. They have the opportunity of profiting by its experiments and of progressing through the work which it is doing. The entrance of the Steel Corporation into the Alabama district has completely changed the whole situation, and it must inevitably draw to that section, whenever business revives, an amount of activity and a volume of investment capital far greater than Alabama has ever known before. And what Alabama accomplishes in this progress will be of almost equal benefit to the entire South, for from that great center will radiate an activity

open-hearth tilting furnaces and 11 50-ton open-hearth tilting furnaces of the old type (six of which are not operating), soaking pits, blooming mill, rail mill and finishing department, shops and auxiliary departments, also two additional 100-ton modern open-hearth tilting furnaces, now under construction, which were placed adjacent to the old No. 1 open-hearth plant with a view to building further extension or additional furnaces on site of old furnaces.

As the Pratt coal field is adjacent to the plant and the principal ore mines and limestone quarries are only a few miles distant, the location of the plant from the standpoint of proximity to raw material is very nearly ideal.

The railroad facilities are good, connection being had with the various properties and all railroads entering Birmingham by means of the Birmingham Southern Railroad.

Blast Furnace Division.

The blast furnace plant now consists of three modern stacks, equipped with inclined skips, and three hand-filled stacks.

The original plant consisted of four hand-filled stacks, which were built in 1887-1889 by Col. Enoch Ensley. The first of these stacks to go into blast was No. 4 furnace; this stack was replaced by a modern equipped furnace in 1907. Nos. 5 and 6 furnaces were built in 1900 and 1903, respectively. The No. 4 furnace has a nominal capacity of 350 tons per day,

Coke and Ore Bins.

Ore and limestone are delivered direct from the mines and quarries to the stock bins on cars, and, as the operations are continuous the year around, the large ore storage so noticeable in Northern plants is unnecessary, and only enough storage capacity is provided to tide over interruptions in the supply. The bin system now consists of a continuous row of pockets 1072 feet long, built of wood and iron, with electrically-driven scale cars for conveying the raw material to the skip hoists.

A second double row of steel ore and coke bins is now being installed by the Pittsburgh Steel Construction Co., the ore bins being of the Berquist parabolic design, and the coke bins are provided with

Mesta vertical long crosshead type, independent compound Corliss blowing engines, 44" & 84"x84"

60", the arrangement of steam and air piping allowing considerable flexibility in operation. The equipment for blast furnaces Nos. 5 and 6 is located in a separate engine-house, and

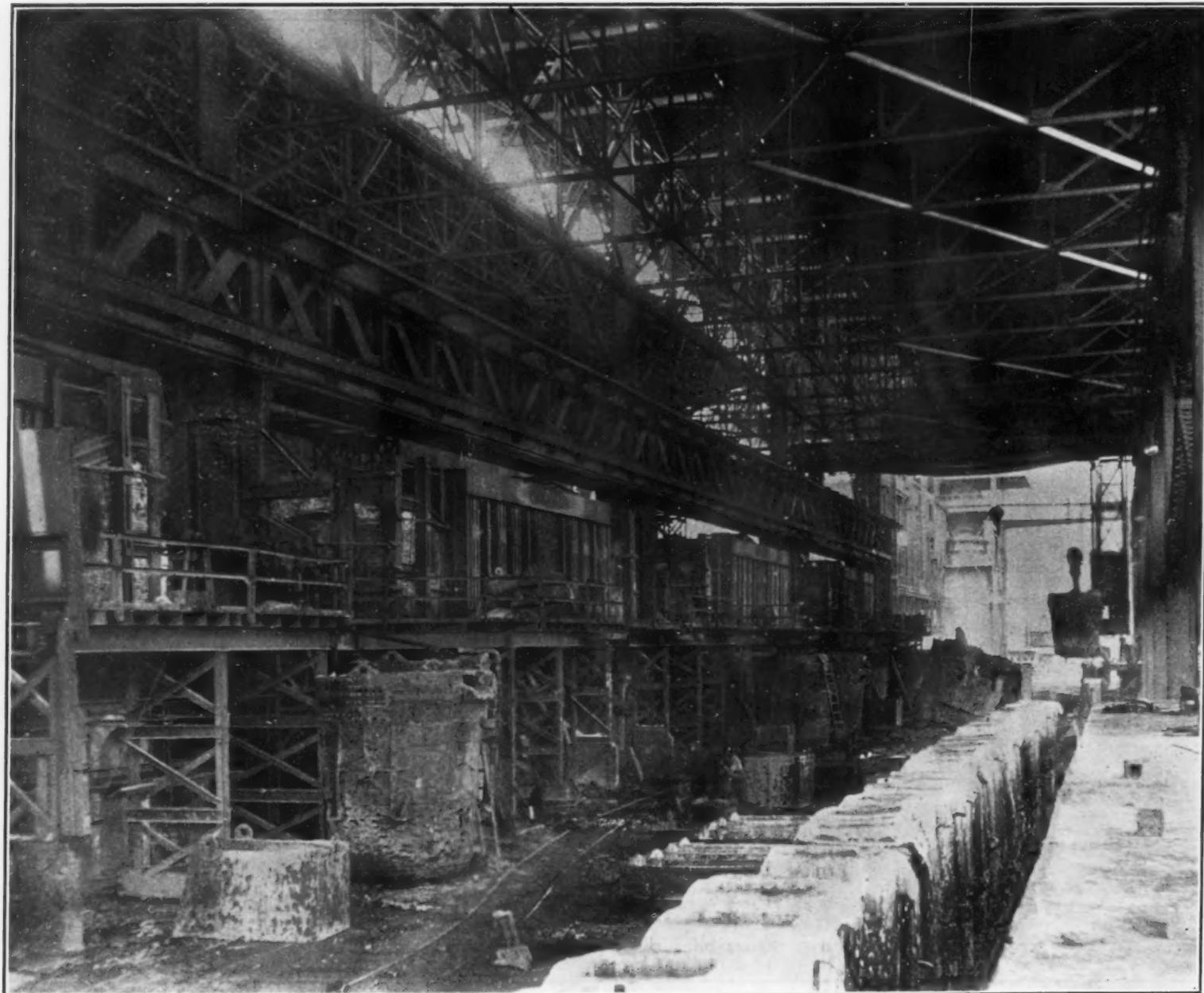
44"x84" & 84"

consists of seven ————— Mesta engines, similar to those at blast furnaces Nos. 1, 2, 3 and 4. Steam is supplied to the blowing engines at furnaces Nos. 1 to 4, and the electric power-house engines from 1200-horse-power Wickes vertical boilers, 2500-horse-power Cahall boilers

and the steel plant, in order to provide good shipping facilities.

Power-House.

The present alternating current electric power plant, which replaced a direct current power plant, has been designed with the idea of providing for future enlargement as the growth of the blast furnaces and steel plant creates a demand for additional power. The building, which is 54 feet wide and 180 feet long, is of steel and brick construction, and provided with a 20-ton E. O. T. crane. The present equipment consists of three 600-kilowatt three-phase revolving-field 2200-volt alternating-current Westinghouse engine-type generators, direct connected to three



CASTING SIDE, OPEN-HEARTH FURNACES, ENSLEY PLANT, TENNESSEE COAL, IRON & RAILROAD CO.

the principal dimensions being as follows: Height, 84 feet 9½ inches; hearth, 14 feet 6 inches; bosh, 21 feet 9 inches; stock line, 14 feet 9 inches; 11 columns and 11 tuyeres. This furnace is provided with closed top, Brown distributor, double steam-operated skip hoist, with 120 cubic feet capacity skip cars. No. 6 furnace is equipped with four Kennedy two-pass stoves, 21 feet in diameter and 90 feet high. Nos. 4 and 5 furnaces have four McClure three-pass stoves each, and are 21 feet in diameter and 100 feet high. Stoves of this latter type are being installed for blast furnaces Nos. 1, 2 and 3, and plans are under consideration for the rebuilding of these three furnaces.

a Jeffrey 18-inch belt conveyor leading to a coke braize handling plant of the Jeffrey Manufacturing Co. design. The furnaces are supplied with two kinds of coke, viz., the Beehive, which is supplied in cars direct to the bins from the company's ovens, which are located at the coal mines (two of which are inside the plant), and Semet Solvay coke. The Semet Solvay Company's plant of 240 by-product ovens is adjacent to the stockhouse, and the coke from these ovens is delivered to the bins by electrically-driven larry cars with a minimum amount of handling.

Blowing Engines and Boilers.

The blowing-engine equipment for blast furnaces Nos. 1, 2, 3 and 4 consists of 14

and 3500-horse-power Stirling boilers. There are also 70 L. P. horizontal fire-tube boilers, which are not in service. At blast furnaces Nos. 5 and 6 steam is furnished by 6400-horse-power Wickes vertical boilers.

A soft water treating plant has been provided for these boilers.

Pig Machines.

Metal is delivered from the blast furnaces in 25-ton ladles of modern design. Ordinarily the metal is taken direct to the steel plant mixer, but during interruptions and on Sunday the surplus metal is handled by two Uehling type pig-casting machines of two strands each. These machines are located between the furnaces

23" & 40"x42" horizontal cross-compound Wisconsin Corliss engines, running at 107 R. P. M. One 75-kilowatt motor generator and one 75-kilowatt 125-volt direct-current generator, direct connected to a 11"x14" Buckeye engine running at 275 R. P. M., furnish power for exciting the fields. The alternating current is transmitted at 2300 volts through duplicate three-wire systems to a substation located at the steel plant, where, by means of nine 150-kilowatt stationary transformers and three 400-kilowatt rotary converters, it is changed into 250 volt direct current for general use about the plant.

Steel Plant.

The original steel plant consisted of 10

50-ton open-hearth tilting furnaces of the forehearth type and of Wellman-Seaver design, the metal being poured directly from the furnace into ingot molds. Later idle cranes were installed and the forehearth system abandoned. Producer gas is used for fuel.

In 1904 (as a result of previous experiments) a 10-ton Bessemer converter was installed for desilicizing and decarbonizing the hot metal brought from the blast furnaces before charging same into the open-hearth furnaces. At the same time a 250-ton hot-metal mixer was put into service, and the first successful installation in this country of the duplex process was inaugurated, and this process has proven itself peculiarly adapted to pig-iron made from Southern ores.

Hydraulic and Blowing Engine House.

Blast is supplied the converters through a 30-inch air line by an Allis horizontal cross-compound Corliss blowing engine, 40", 88", 84" & 84", which is located in a

60"

steel and brick building on the opposite side of a battery of coke ovens, next to the bottom-house. This building is 160x54 feet, and is built of brick and steel and provided with a 20-ton E. O. T. crane, and also contains two Laidlaw-Dunn-Gordon flywheel pressure pumps, 27", 34", 34", 7 1/4" x 30", furnishing water for operating the hydraulic cylinders at 550 pounds pressure, the speed being regulated by an attachment to the accumulator. Steam is

The open-hearth building is equipped with two 100-ton Alliance four-girder E. O. T. cranes on the casting side, and two 45-ton four-girder E. O. T. cranes on the charging side, and two Wellman-Seaver-Morgan high-type charging machines.

The gas and air valves are of the mushroom type, and of special design, the gas valves being water-cooled. Gas is supplied to the four furnaces through overhead gas mains from 20 Alex. Laughlin & Co.'s 10-foot 6-inch gas producers, in a building located in the rear of the open-hearth furnaces, this building being provided with modern coal and ash handling and storage facilities and a coal-distributing crane, with scale and hopper, all of Heyl & Patterson's latest design.

The blooming mill and rail mill, which

other auxiliary departments necessary for the successful operation of a steel plant are provided.

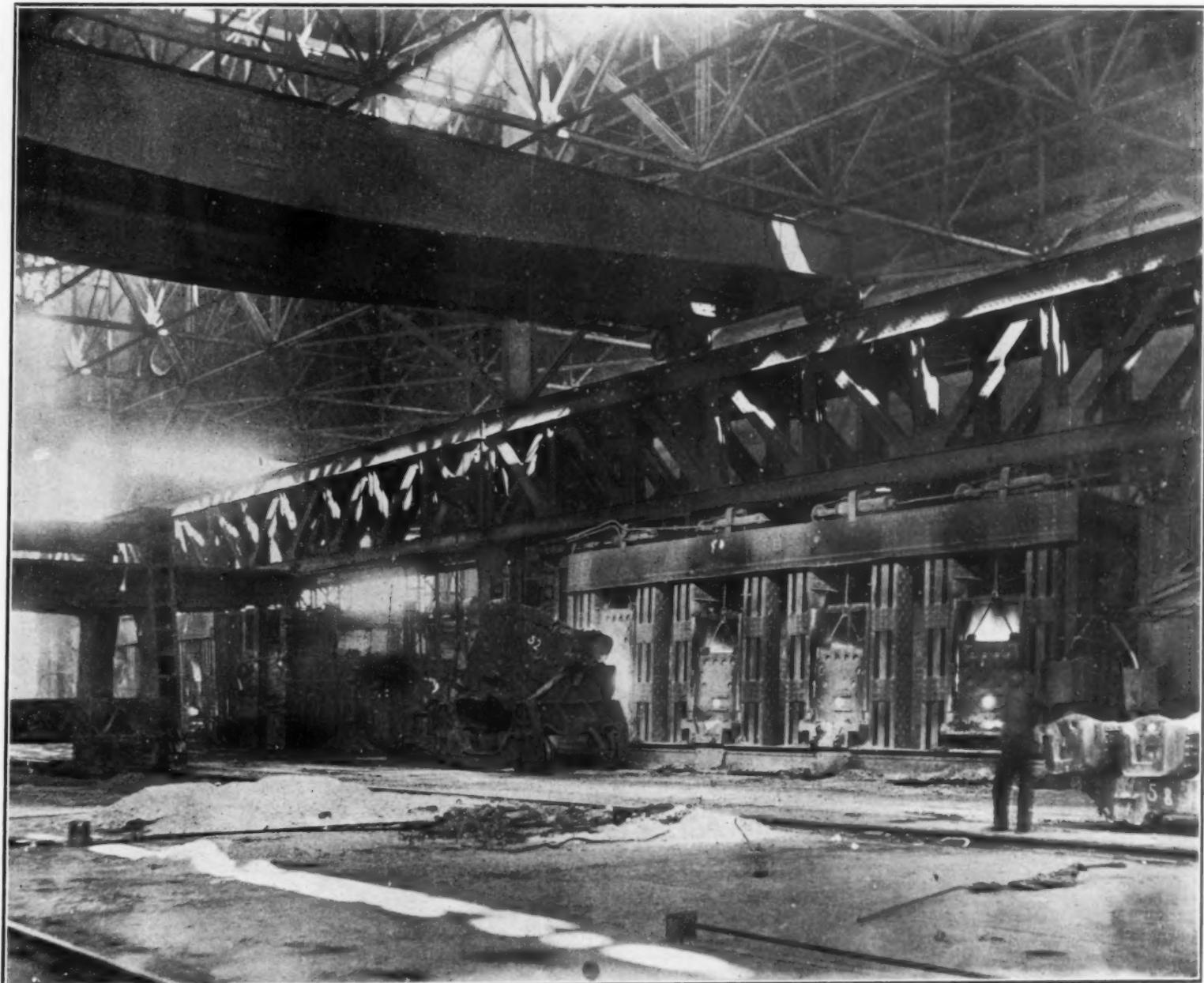
LARGE BUYERS REAPPEAR.

Much Interest Manifested in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., May 16.

The market is unsettled but better. Inquiry has been rather free and prices perhaps a shade better. Large buyers who have of late held out of the market have reappeared, and if in all cases they have not bought, they have manifested very much more interest in the market. Some of the interests when they found there was an improved feeling and an inclination towards firmness drew out with-



CHARGING FLOOR, OPEN-HEARTH FURNACES, ENSLEY PLANT, TENNESSEE COAL, IRON & RAILROAD CO.

A 44-inch blooming mill and four four-hole soaking pits were a part of the original plant, and later a 27-inch rail mill was installed. The first open-hearth rail was rolled in November, 1902. The success of this rail has been such that the demand was greater than the capacity of the original plant, resulting in the designing and installing of a new open-hearth and Bessemer plant and the remodeling of the blooming and rail mills. The Bessemer plant consists of two 20-ton removable bottom acid-lined converters, one 250-ton hot-metal mixer, two iron cupolas and adjoining bottom-house of seven bottom ovens and crushing and grinding machinery.

supplied by four 500-horse-power Stirling boilers and four 300-horse-power Wickes, the latter being located at the coke ovens, using the waste gas as auxiliary fuel.

The 100-ton open-hearth furnaces are of the tilting type and of the company's own design, and the general design of the building and equipment is such that ample room is allowed for the various processes and provides greater comforts for the welfare of the men.

The slag-handling arrangement consists of special narrow-gauge cars directly under the furnace doors, and sufficient room has been provided under the charging floor to handle this traffic with narrow-gauge locomotives.

are at present being remodeled, will have a capacity of 50,000 tons of rails per month, and will be described in a later issue. Water is supplied the plant from Village creek by three pumps, the capacity of the station being 18,000,000 gallons per day.

A structural shop and foundry, containing a 15-ton open-hearth furnace, iron cupolas and brass-foundry equipment for handling the repair and construction work, are located between the furnaces and steel plant, and a modern group of shops, consisting of a machine shop, blacksmith shop, carpenter and pattern shop, has been recently installed. A pattern storage building is now being erected, and various

out making business. But some of them concluded to fill a part of their wants, at any rate, and their purchases gave a better tone to the market. A leading interest sold 50,000 tons during the week, three-fourths of which went to one buyer on a basis of \$11.25 for spot No. 2 foundry, the sale consisting of the higher grades of foundry iron. None of this iron will be moved until 1909, though the sale is for spot cash. The same interest reporting this sale states that its sales so far this month amount to 60,000 tons. One interest reports the sale of 15,000 tons of iron so far this month, with the week ending with other orders under consideration. Another leading interest reports sales for the week

of 10,000 tons at current values. Two lots of 6000 and 3000 tons were sold to the West, but the reported price is both \$11.25 and \$11.50, and, so far, there is no way to verify either report. An order for 500 spot No. 2 foundry was turned down late in the week at \$11.25. No one would accept it. There were sales of No. 2 foundry at both \$12 and \$11.50, the inside price being for round lots and the other for moderate-sized lots. A few sales were made at \$11.75, and one sale, it is gossip, was made early at \$10.75 basis. The leading interest is again in the market, and quotes it as being on the basis of \$11.50 to \$12 for No. 2 foundry. There were orders for Nos. 1 and 2 soft that could not be filled, the recipients of the orders not having those grades in stock. The fur-

ing upon the conditions of the order, delivery, etc. Where there is surplus stock on hand the outside prices can be shaded, and in some cases the inside prices become the ruling figures. There are cases where the buyer, playing one interest against another when prices were a dollar less than now, has had to walk up and pay the current values prevailing, or \$1 above what would have been accepted ten days ago. Detroit is in the market for 6400 tons of pipe, and Council Bluffs is negotiating for an equal or larger tonnage, and specifications for large Government purchases for the Canal Zone, Cuba and the reclamation districts of the West are under consideration. So the outlook is good for desirable business for this industry.

Scrap iron is still in the same rut that

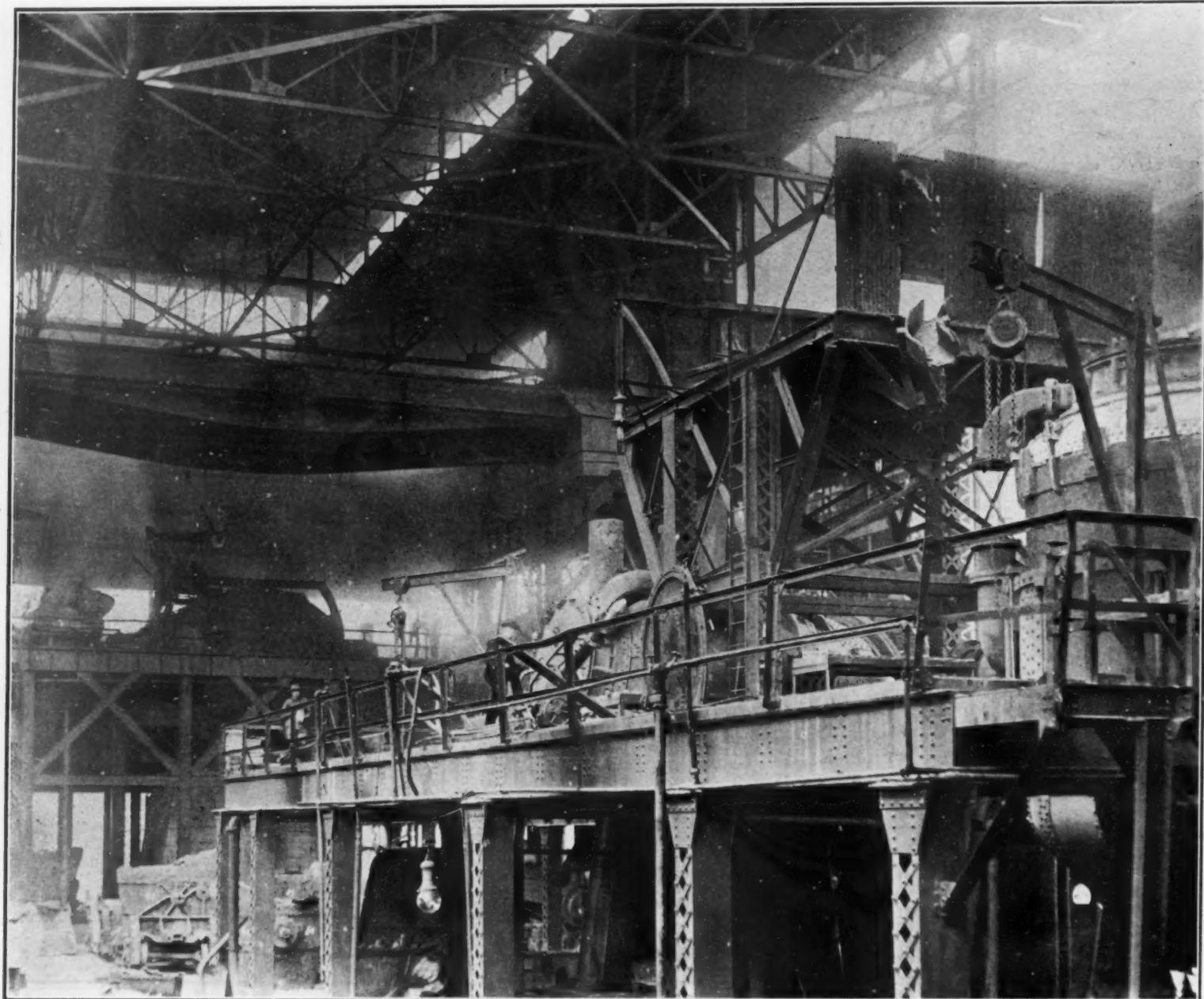
Cast borings, \$6.

Down at Ensley the Tennessee Co. of late has been making record runs at its furnace plant, increasing the output materially beyond what it was built to accomplish. Everything indicates that when it is ready to put capacity to the test it will exceed its own expectations. The Alabama Consolidated reports an increase in its output, and accompanying it is the gratification attendant upon the production of the better grades. The new furnace of the Birmingham Coal & Iron Co. is doing very satisfactorily, and promises to exceed the expectations of the management. The indications are that when our capacity is increased there will be the smoothest working of the furnace plants that has been recorded in their history.

be located at the corner of Fifth avenue and 20th streets and was assured positively that that, too, would be erected in due time. But at present it suited plans to keep them quiet. Four of these buildings on the four corners of two streets at their intersection will be a sight that no other city can offer.

In coal and coke there is very little doing, and the trade is voicing great dissatisfaction. There is no trouble now to obtain inside price. The district has had for a visitor the past week Mr. Henry Evans, the president of the Continental Life Insurance Co. of New York, who is also largely interested in the marble quarries near Sylacauga. Their inspection was one of the objects of his visit.

It will surprise your readers to know



POURING IRON INTO HOT-METAL MIXTURE, ENSLEY PLANT, TENNESSEE COAL, IRON & RAILROAD CO.

naces are turning out the better grades of foundry iron to the satisfaction of the operators. The consequence is that there is a growing scarcity of the lower grades of foundry iron, and several offers had to be declined on that account.

In the market for cast-iron pipe a very marked rebound in prices is expected after the meeting of the Chicago convention, as several of the largest buying interests are holding back their orders until after that event. There is a wide range in prices, and the quotations for 4 to 6-inch pipe range from \$22 to \$23, while those for 8, 10 and 12 inches are from \$21 to \$22, and larger sizes run from \$20 to \$21, depend-

ing on the office here of the Power Specialty Co. of New York comes the report

as follows:

Old iron axles, \$14.
Old iron rails, \$14.
Old steel axles, \$14.
No. 1 country wrought, \$11.50.
No. 2 country wrought, \$11.
No. 1 railroad wrought, \$13.
No. 2 railroad wrought, \$11.
Old car wheels, \$12.
No. 1 malleable, \$11.
Machinery castings, \$9.50 to \$10.
Wrought-iron pipes and flues, \$10.
No. 1 steel, \$10 to \$10.50.
Stove plate, \$9.

From the office here of the Foster superheater to the McCaw Mfg. Co. of Macon, Ga., with negotiations on foot with other parties for their adoption.

You were wired last week of the birth of another skyscraper which in due time will rear its lofty head. Since then it has been announced that another will be erected as soon as the owners can get possession of the site, which is under lease. This will give us four skyscrapers on the corner of First avenue and 20th street—one for each corner. Your correspondent has directed his inquiries to the one which is to

that \$500,000 is invested in this plant and that \$200,000 more will be put in, enabling them to be expanded to such an extent that they can meet any competition. Reports are very common concerning handsome orders by the various industrial plants at Bessemer, notably of orders secured by the United States Cast Iron Pipe Co., which are said to be in sufficient volume to keep them running for several months. There is a growing feeling of confidence all over the district and there is an abiding faith in the iron world that all the iron interests will be up to their ears in business before the summer is fairly begun. The improvement in the iron mar-

ket is so evident that a blind man can see it.

J. M. K.

American Rice Association.

The Rice Association of America, composed of millers, irrigators and growers of rice, has elected Messrs. S. Locke Breaux of New Orleans, president; George Hathaway of Jennings, La.; J. E. Broussard of Beaumont, Texas, and John Cheney of Beaumont, vice-presidents; H. C. Drew of Lake Charles, La., treasurer, and Frank Randolph of Crowley, La., secretary. Dr. S. A. Knapp, who had been president of the association since its organization in 1900, has been chosen honorary president for life. The directorate includes Dr. W. W. Duson, El Campo, Texas; E. G. Cloar,

Lake Charles, La.; Simon LeBlanc, Louisiana; Ed C. Wathen, Donaldsonville, La.; Jules Menou, Iota, La.

The Rice Millers and Distributors' Association of Louisiana and Texas also held its annual meeting here today, and the following officers were unanimously re-elected: President, J. E. Broussard of Beaumont, Texas; secretary, Wade D. Marshall of Crowley, La.; treasurer, A. Allison, Crowley, La.

Proposed Cramp Plant at Norfolk.

The Cramp Drydock Co., J. A. C. Grover, engineer in charge, Norfolk, Va., is now preparing to establish its proposed plant, announced several months ago by the MANUFACTURERS' RECORD. It will

missioners of Harris county, Houston, Texas, for road improvements that will cost about \$275,000. This work will include 27½ miles of new pavement, four miles of drainage ditches, grading six and one-half miles of dirt roads and building a wooden trestle.

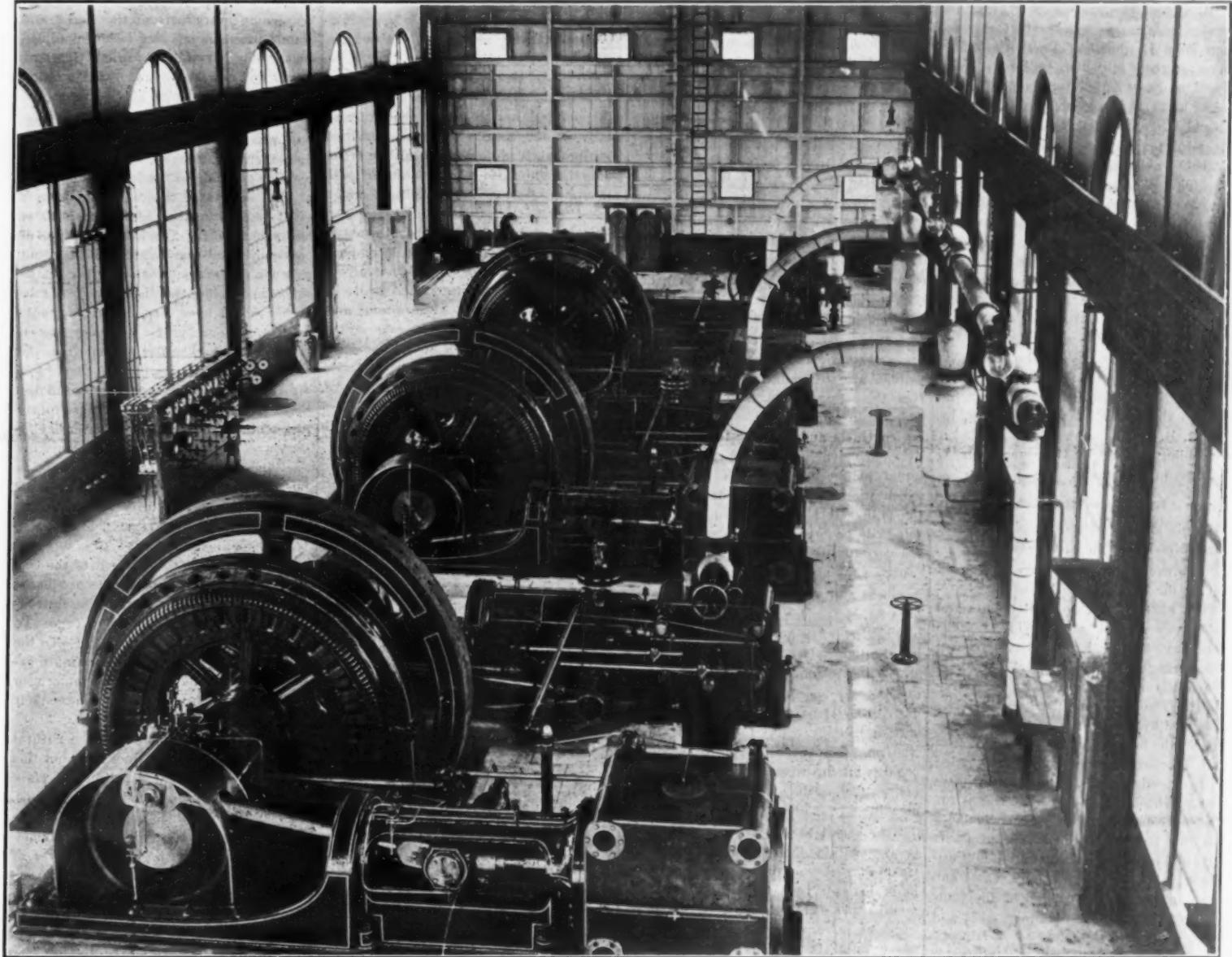
For Attention of Architects.

Wm. H. Cather, chairman of committee, Center, Ala., wants to correspond with architects relative to plans for \$12,500 school building.

In its issue of May 10 the *Item* of Mobile, Ala., presents a resume of that city's industrial advancement, together with other readable news of general interest.

French, Weehawken, N. J., president; Dr. W. P. Mason, Troy, N. Y.; Jerry O'Shaughnessy, Columbus, Ohio; Alexander Milne, St. Catharines, Ont.; J. W. Alvord, Chicago; Dow R. Gwin, Terre Haute, vice-presidents, and J. M. Diven, Charleston, S. C., secretary and treasurer.

The Commercial Club of Birmingham, Ala., has elected Messrs. John L. Kaul, president; Rufus N. Rhodes, F. M. Jackson, G. R. McCormack, J. B. Gibson, R. M. Goodall, A. H. Ford, James Bowron, W. P. G. Harding, F. H. Crockard, T. H. Johnston, Sid W. Lee, M. V. Joseph, vice-presidents, and Sterling A. Wood, T. H. Molton, Willard J. Wheeler, A. R. Dearborn, J. W. Sibley, Frank Nelson, Jr., F.



ELECTRIC POWER STATION, ENSLEY PLANT, TENNESSEE COAL, IRON & RAILROAD CO.

Bay City, Texas; Burt H. Collins, Anahuac, Texas; J. B. Peek, Port Arthur, Texas; W. P. H. McFadden, Beaumont, Texas; J. E. Broussard, Beaumont, Texas; A. P. Borden, Pierce, Texas; W. M. McReynolds, Port Arthur, Texas; G. Bancroft, Orange, Texas; C. F. Chilson, Bay City, Texas; Will Carroll, Beaumont, Texas; John Cheney, Beaumont; W. K. Morrow, Houston, Texas; A. W. Furber, Markham, Texas; B. L. Vineyard, Houston, Texas; S. Locke Breaux, New Orleans, La.; Hon. H. C. Drew, Lake Charles, La.; Miron Abbott, Crowley, La.; Hon. H. L. Gueydan, Gueydan, La.; John Green, Crowley, La.; J. B. Foley, Crowley, La.; S. Broane, Jeanerette, La.; Henry Kahn, New Orleans, La.; J. C. Neelis, Gueydan, La.; Frank C. Godchaux, Abbeville, La.; H. G. Chalkley,

provide general facilities for a ship-repair plant up to 6000 tons, the buildings, equipment and construction to cost about \$500,000. Bids are now being invited on piles, lumber, two marine railway drydocks, two wharves, bulkheading, filling, dredging, machine and blacksmith tools, etc. Bidders must address Jns. Stewart & Co., 135 Broadway, New York.

\$275,000 for Road Improvements.

One of the leading features of Southern progress during recent years has been the activity of municipalities, counties and States in undertaking general public improvements, and the MANUFACTURERS' RECORD has frequently referred to the various phases of this advance. An instance of plans for a large expenditure is seen in the opening of bids last week by the Com-

It makes comprehensive reference to Mobile's large maritime interests and extensive harbor work, its building and real-estate operations, banking, educational and manufacturing facilities, retail and wholesale industry and to other lines of progress.

The *Daily Herald* of Vicksburg, Miss., publishes a statement showing that \$906,000 are represented in building operations in that city in the year 1907-1908, and that \$1,102,500 will be represented in work to be done in 1908-1909, including \$250,000 for sewerage, \$200,000 for paving and sidewalks and \$100,000 for private residences.

The American Water-Works Association elected last week Messrs. D. W.

Y. Anderson, Robert Jemison, Sr., J. W. McQueen, directors.

The trip of German homeseekers to Louisiana this week under the auspices of the State Board of Immigration and Agriculture includes, according to the New Orleans *Times-Democrat*, visits to the truck farms in the neighborhood of Hammond and to Crowley and Lake Charles in order to study the rice industry and the timber industry.

In the neighborhood of Trenton, Tenn., according to the Nashville *Banner*, some growers of strawberries have netted this year as much as \$100 an acre.

About \$300,000 have been realized this season from strawberries in the Chattanooga (Tenn.) district.

American Cotton Manufacturers' Association.

[Written for the Manufacturers' Record.]

In the twelfth annual convention of the American Cotton Manufacturers' Association, in session this week at Richmond, Va., are representatives not only of the textile industry in the South who dominate in the membership of the association, but also of textile and allied industries in the rest of the country. In addition to addresses of welcome on the part of the State by Governor Claude A. Swanson, on the part of the city by Mayor Carlton McCarthy and on the part of the Chamber of Commerce, and a reply by Mr. Arthur H. Lowe of Fitchburg, Mass., the program includes the annual address of President S. B. Tanner of Caroleen, N. C., and addresses on inland waterways, by Congressman John H. Small of North Carolina; on cotton goods in the Orient, by Mr. John Foord of New York city; on fine cotton spinning in the United States, by Mr. Arnold B. Sanford of Boston, Mass.; on the advantages of and disadvantages of bleaching and finishing in the South, by Mr. John W. Arrington of Greenville, S. C.; on sizing yarns, by Mr. E. W. Hitchcock of Boston, Mass.; on modern methods of merchandising, by Mr. L. R. Latshaw of Philadelphia, Pa.; on the tariff and the currency, by Mr. D. A. Tompkins of Charlotte, N. C.; on the oil-storage problem, by Mr. S. B. Bechtel of Fort Wayne, Ind.; on the cotton mill in the cotton field, by Mr. W. H. Harriss of Atlanta, Ga.; on textile schools, by Prof. Thomas Nelson of Raleigh, N. C.; on the gain to the South from yarn testing, by Mr. R. B. Hoguet, New York city, and a concluding address by Governor John A. Johnson of Minnesota.

Review of the Year.

In his annual address President S. B. Tanner of Caroleen, N. C., said:

"Improvements have been continued during the past year as in the years preceding, along the line of betterments and welfare work for the employees. The Southern States have better common school facilities and longer terms, to which the mills generally subscribe liberally. The age limit has been voluntarily increased by the mills, as well as a reduction in the hours of labor. In addition to this, I believe most of the manufacturing States North and South have one or more textile schools. Besides this, some of the States—North Carolina in particular—has two industrial schools, one at Charlotte and one at Spray, for cotton-mill employees, where they can attend school and work in the mills a portion of the time, and some of them also learn farming and other kinds of outdoor work. It is gratifying to note that the school attendance is rapidly increasing each year. All of the mill villages are well supplied with churches and Sunday-schools; some of the Sunday-schools have over 500 pupils. A great many mills have erected Y. M. C. A. buildings, gymnasiums, libraries and graded schools.

"A considerable increase in the wages of employees was made during the prosperous period which the mills had, but it is a regrettable fact that they did not generally appreciate it properly. For example, it was the order of the day for everybody to demand more for everything they had for sale, whether merchandise, labor or intellect, and everybody seemed willing to give full measure for the increased pay or render the same service, at least, for the additional pay that they gave before, except a large part of the employees in cotton mills and in some other lines, who were indifferent or would refuse to perform the same amount of labor for the increased

pay, and in addition to this they would refuse in many cases to work more than four to five days per week, or only as necessity demanded, as they received as much for this service as they had been receiving for six days before the advance, and spent much time migrating from one mill to another. This, of course, caused a shortage of labor and stoppage of machinery at a time when there was a great demand for merchandise at good prices, which resulted in greatly-decreased earnings for both the mills and the employees, and making it necessary for the mills to incur considerable expense in sending to the mountains and remote places in this country and also to foreign countries for help, which would have been unnecessary if they had put in full time, which was plainly demonstrated about the time the panic started and before the curtailment began.

"The cancellations and attempts to cancel contracts have caused no end of dissatisfaction and severe losses in some cases during the last six months, and we have had numerous requests to formulate and adopt a form of contract which will be uniform and binding upon all parties concerned without question, so as to avoid such methods in the future. A committee was appointed at our last meeting to do this work, and it will no doubt have the proper attention. A committee was appointed also to confer with a committee from the cotton exchanges to agree, if possible, upon some equitable basis for placing contracts and assuring the actual delivery of spinable grades of cotton at different points in the North and South, which would be a great convenience for the mills. It is to be hoped that something can be done, as the present methods are very unsatisfactory.

"We have had numerous requests from members and associations to call a meeting of this association for the purpose of considering ways and means for combating the unusual and seemingly disastrous situation confronting cotton manufacturers, but the board of governors felt that nothing could be accomplished by having such a meeting. The fact is that there was no precedent to which the country could point for comparison, and most people wanted advice, but few felt able to give it.

"The events of the last year have been greater within themselves and the contrasts have been greater than ever perhaps in any year before. In the six months preceding the last six months, speaking in round numbers, business was never better in both its volume and results. In the last six months business was never worse, both in volume and unsatisfactory results."

President Tanner discussed at some length various conditions bearing upon the depression in business, and said:

"With all the agitation we have had, Congress has made practically no progress toward solution of any of the vital questions upon which the welfare of the country depends. On the contrary, whenever a question of the currency, the tariff, the export trade, railway regulation or forest preservation comes up there is a coterie in Congress which at once proceeds to obstruct or postpone. It is idle to think of our getting a foreign trade without having transportation facilities under our own flag. The American merchant marine is today practically nothing. Subsidized ships come to this country to take away our raw materials and our food products, but they will never come for the

purpose of taking away our manufactured goods. The prosperity of those engaged in the production of raw materials and foodstuffs in this country is very largely dependent upon the manufacturing development. Therefore, both the farmer and the manufacturer are immensely interested in the development of foreign markets for American manufactured products, as well as American raw materials and foodstuffs.

"Aside from the value to the country of a merchant marine in developing and supporting our export trade, the navy is considered as only a one-armed institution without merchant ships enough to make transports for soldiers, supplies and munitions in case of war.

"Above all things, perhaps, the country needs quiet and rest. The high degree of prosperity which preceded the present panic evoked infinite schemes for letting everybody have everything that they wanted.

"Seriously, there has been too much activity in the name of reform. This simply confused and hindered real reform. Many of the results of these activities have brought confusion, rather than order and satisfaction, to whole classes of people and to whole industries, and we might almost say to the nation.

"It is not here intended to discourage good works, but it is intended to emphasize the idea that agitation is not all of reform or betterment work, and while in some cases agitation is advantageous and necessary, in too many cases the agitation only interferes with actual and lasting good.

"The outlook is not yet bright, but there are indications that we have seen the worst and that in the future the tide will turn in our favor."

Textile Schools.

Prof. Thomas Nelson, director textile department A. and M. College, Raleigh, N. C., said:

"It is only about 17 years ago since the first regular textile school was organized in this country, so that this is practically what might be termed a new departure. Since that time, however, a number of other textile schools have been organized and are in full working order in different parts of the country, both North and South. These schools are here, but whether they will measure up to the requirements expected of them or not will depend to a great extent on the manufacturers themselves. There is no doubt in my mind that these schools have been organized and exist primarily for the benefit of the mills, or if they do not exist for this, they ought to. The bond of co-operation between the mill and the textile school is not as close as it should be, and I believe that this lack of co-operation is due to indifference on the part of the mill management, to wrong impressions as to what textile schools really accomplish and also to prejudice on the part of those who have not had any textile training.

"If a young man would keep abreast of his fellows he must have a skilful and systematic training. This is true of any branch of industry. It is especially true in the study of textiles. There are many bright young men about every mill who desire to learn the problems involved in cotton manufacturing, but whose ambitions become dwarfed because of their inability to find anyone to assist them, and also because their sphere is very limited. Would it not be advantageous to manufacturers to select a few of these young men and send them to a textile school where they can receive textile training?

"We do not claim that we can turn out these men or any of our students as full-fledged, experienced superintendents, but we do claim that a young man who has had a systematic training, who has been

taught to reason the why and the wherefore, will be able to grasp and more readily comprehend the difficulties as they occur than will one who has not had this textile training.

"We are all familiar with that illustration of Germany and what her technical schools have done for her. About one-third of a century ago Germany had no technical schools; in fact, was a disintegrated empire with practically no hope for the future, especially in manufacturing lines. Her people were emigrating in large numbers, but in the meantime, what a transition! Beginning with an abiding faith in the education of her young men in technical subjects, schools were organized and developed, and we now find her in the front rank of manufacturing countries. The trade-mark, 'Made in Germany,' can be seen in every part of the world, and stands pre-eminently for technical education. Without this education Germany would not now be occupying the position she does today.

"Lancashire, that small section of England which is so well known as the cotton-manufacturing district, owes her present position not only to the favorable location of that section of the country, but in a great measure to the technical training of her young men. Favorable location, of course, has had considerable influence, but as an old student in an English textile school and at the same time a worker in the cotton mill, I have been enabled, not only by observation, but by practical experience, to see the benefits derived from the textile school training.

"Three thousand miles away from the home of the cotton plant, I venture to say nine-tenths of her mill people never having seen a cotton boll, yet what do we find? All kinds of yarns, from the coarsest to the very finest being made; all kinds of fabrics from plain, drill sateen to the finest and fanciest it is possible to make, being made in her mills.

"What can this development of the cotton industry of Lancashire be attributed to? First—to the natural climatic conditions which prevail there. Second—to the operatives themselves. Third—to the influence which the textile schools are exerting on the education of the young men who are making the mill business their profession.

"It is true we do not have the natural climatic conditions of Lancashire, but this is not now any great disadvantage, since we can, by the use of humidifying systems, so control the atmospheric conditions in the mill that any desired degree of humidity can be obtained. The operatives of this country are becoming more experienced on fine and fancy goods, and when the time is ripe for a greater production of these goods, I believe the operatives as a whole will be competent to fill the bill. To the third condition we are now quickly advancing.

"We all know that a vast amount of cotton, silk, woolen and worsted fabrics are imported into this country every year. Not only that, but many of the productions of these foreign mills are used as samples to be duplicated by mills in this country. This is not as it should be. Our manufacturers should not be followers, but ought to be leaders. Why is it that the artistic skill in imported goods is so developed that there is a ready demand for them often in preference to domestic goods? I believe that the extensiveness and thoroughness of the textile training in the countries from which these goods are imported is the foundation for this success.

"The origination of a design to a great extent is largely theoretical, but if the design is to be used practically the originator should have a knowledge of the in-

tersecting of threads, the effect different weaves will give in a fabric and a clear conception of the effect that will be produced in the loom, especially if colored threads are introduced into the fabric.

"If imported goods have the most pleasing colors and the best designs, there will certainly be a demand for these goods. There is always a demand for a good article, and that is one reason imported goods are of the best quality. Another reason is that it would cost as much to ship an inferior grade of goods to this country as it does to ship a superior grade; hence we find that there is practically no competition from outside sources in poor and medium classes of goods. It must be inferred, therefore, that it is more profitable to make the best grade of goods.

"Now the question is, How can we, as a manufacturing nation, meet this competition in the best quality of fabrics? The only real answer that can be given to this question is that the productions of our mills must at least equal the imported materials in construction, coloring and finish.

"Textile schools in the past have not received from you the cordial co-operation and help you are so ably qualified to give. There ought to be a direct relation between the textile school and the mill. The manufacturers ought to freely advise with the management of the school for the up-building of it, remembering that the students in such schools are being trained for the mills.

"The work in a textile school is as practical as it is possible to make it without eliminating the theory. At the school with which I am connected the studies and work comprise not only those which bear directly on textile work, but also those which go to make a well-rounded man, such as forge work, wood work, machine shop, steam and steam boilers and a general education in English and mathematics, thereby emphasizing the development of the man.

"I appeal to you as manufacturers and practical mill men to hold out a helping hand and do your share in helping to make textile schools what they ought to be."

Cotton Goods in the Orient.

Mr. John Foord of New York said:

"If regard be had merely to the statistics of exports, we should be driven to the conclusion that the market for American cotton textiles in the Far East is disappearing. For the calendar year 1905 we exported to China 563,000,000 yards of cotton cloth, valued at \$33,514,818; for 1906 the quantity was 271,000,000 yards, valued at \$16,704,823, while in 1907 the quantity dropped to 38,000,000 yards, valued at \$2,678,528. The proportion borne by the Chinese demand to our entire export trade in cotton textile was 70 per cent. in 1905, 52 per cent. in 1906 and 18 per cent. in 1907. But the real proportions of demand for consumption are not at all reflected in the export statistics. What may be called the normal consumption in the Chinese market of plain cotton cloths, bleached and unbleached, of foreign make, does not exceed 700,000,000 yards per annum. But in 1905 the combined English and American export of these fabrics amounted to 1,165,000,000 yards. In addition to this, India and Japan contributed at least 56,000,000 yards. Here was an obvious excess over actual requirements of fully 520,000,000 yards. In the following year the excess was less marked, and in 1907 the English export was cut in two, while ours almost disappeared. But the total for three years was, nevertheless, at least 200,000,000 yards in excess of the highest estimate that can be placed on the present capacity of the Chinese market to absorb plain cotton cloths of foreign manufacture at existing prices.

"The virtual cessation of demand from

the Chinese market for American cotton textiles during the last 18 months is thus merely the natural result of the too confident optimism of 1905, as reflected in the suddenly inflated exports of that year and the first half of 1906. It is true that American trade has suffered a good deal more than the English from the overstocking of the market for cotton-piece goods, but this is largely due to the fact that it was on the rapid recovery of the consuming markets in North China that the faith of the native dealers in the proportions of the future demand was based.

"Of course, Japanese competition has had its effect in producing a diminished demand for American cotton in Manchuria. A Japanese syndicate has been at work there, with all the advantages that cheap freights, use of Government money at 4 per cent. and a stable rate of exchange secured by the use of Japanese currency could give it. According to a native Japanese newspaper, the relative position of Japanese and American cottons in the Manchurian market has been reversed, and the product of Osaka mills had been for eight months coming into Southern Manchuria at the rate of 1,500,000 yards a month. Considering the productive capacity of Japan, this is a fairly large trade, but whether it represents a competition which is likely to keep on growing, belongs to the realm of conjecture.

"On the other side of the account there is some evidence that the markets of Southern and Central China, heretofore all but monopolized by English goods, are being invaded by the lighter weights of American cloth. There have been scattering sales, some of them of considerable amount, made in this field during the last eight years, but it is only recently that indications have been forthcoming of a permanent lodgment for American textiles having been effected there.

"Just how far the beginning that has been made in substituting for the heavily-sized product of Lancashire mills the pure goods represented by our finer qualities of gray shirtings may hold out the promise of a greatly-expanded trade you are better able to judge than I can profess to be. If past experience may be taken as a guide, there is every reason to be hopeful of the future. Twenty years ago our interest in the cotton piece goods trade with China was very slight, being, with the exception of one or two qualities of standard drills, confined to the export of surplus domestic goods which were, for the most part, of too high a standard of quality for general Chinese use. In the 10 years between 1887 and 1897 the export to China of plain gray and white goods of American make increased from 1,874,274 pieces to 4,143,971 pieces, a gain of fully 121 per cent. While in 1887 our proportion of the entire trade was only 12.13 per cent., it had risen by 1897 to 15.02 per cent. in value. Were it possible to cite our Chinese exports of 1905 as a normal trade, we should have the very satisfactory comparison of an advance in 10 years from \$2,775,000 to \$33,514,918. But as we must take the average of the last three years to represent what may be called the normal dimensions of the trade, we must be content with the figure of \$14,224,542. But a trade that shows an increase in 10 years of 512 per cent. must at least be regarded as having in it great possibilities.

"It has always been difficult to gauge the potentialities of the Chinese market, and it cannot be said that new conditions make it any easier. But with the awakening of China the possibilities of the immediate future assume a new significance."

Standardizing Fabrics.

In his discussion of modern methods of merchandising Mr. S. R. Latshaw of Philadelphia said:

"Modern methods of merchandising will sell the output of your mills at a decreased distributing expense, for increased volume means decreased cost; it will make your name, your trade-mark and your fabrics known from one end of the land to the other; in a word, it will standardize your product. If your goods have merit they will not go unheralded and unknown; on the contrary, every consumer that you have satisfied with the intrinsic worth and value of your goods becomes your partisan. You will very greatly increase the continuity of your sales, and while, of course, the conditions of the times will affect your output, the average level will continue through any ordinary flurry with little variation.

"In the recent period of depression the standardized fabrics fell off very little when compared with the curtailment of 30 and 40 per cent. in the general field. Buyers ordered more freely on those lines that they knew were in demand.

"Modern methods of merchandising have long since passed through the experimental stage. The greatest successes in every other commercial line can be traced directly to this source, and today, almost for the first time, the textile industry is turning its attention seriously to a consideration of this subject. The ways and means for reaching this end and the machinery for its accomplishment have been thoroughly tested during the last 15 years. The subject in detail is, of course, too varied to be discussed within the limits of my time before you. I would state, however, that they are at your disposal, and that you owe it to yourself to carefully investigate what has been done for others in all lines of commercial life, and also for the increasing number of firms in your own field who have made great success by these methods.

"You can make your brand a household by-word in every home in the land.

"You can create a demand for your fabric in every city and every hamlet in the Union.

"You can start this wave up through the 20,000 retailers—through the jobbing interests—until it centers on your commission house.

"You can entrench yourself behind the bulwark of your trade-mark.

"You can change conditions that instead of your line being incidental with the jobber, the jobber will know he is incidental to your line.

"You can market an increased output with facility, for it will be 'self-selling.'"

Cotton Mills in Cotton Fields.

Mr. Wm. H. Harris, manager Carhardt Cotton Mills, Bellevue Mills Co., said:

"Very probably we have all at times heard the expression, 'a cotton mill in a cotton field,' as applied to many of our Southern cotton mills. It will be my purpose to try and show that in truth the expression is a misnomer, and furthermore, that we Southern cotton manufacturers are not taking full advantage of the one great opportunity offered by the South to the cotton spinner. I doubt in my own mind if the cotton mills in the Southern States today have a single decided advantage over those of England or New England; in fact, I have at times thought that at this particular period, or stage of development of the industry, the world over, England has the balance of power in her favor. Certain is it that she has two distinct advantages, namely, low initial cost of plant construction and equipment and more efficient labor at a lower price. The subject of advantage in securing raw material is yet a mooted question, and one laden with many good arguments on either side.

It would appear that in some cases the mere presence of an abundant supply of raw material at many Southern mill doors

has worked to the detriment of the profit sheet, in view of the fact that such a situation is inclined to cause the manager to form an 'opinion' of the general market trend, based on local conditions. We all know that an 'opinion' of the cotton market when we have goods sold and cotton to buy is sometimes a very dangerous thing to possess. The Englishman is not bewitched by these local conditions, and we often awake to the realization of the fact that he has secured his supply of better cotton at a better price and our one great supposed advantage in raw material is lost in the awakening. Such instances would seem to show that 'a cotton mill in a cotton field' exists today in name only, and with the implied advantage of no real benefit to the manufacturer.

"Now the South offers opportunities for fixing the cost of raw material within narrow limits that are not found in any other of the great cotton-manufacturing sections of the world, yet we are not making the best of our only real advantage over foreign competition. Once fix the price of raw material, and the Southern mill man could foretell very closely what a certain piece of cloth would cost to manufacture next year or the year after if necessary. Do this, and our manufacturers of the Southern States could speak prophetically of spinning the greater portion of our crop with a surer chance of fulfillment.

"How, then, is the price of our raw material to be fixed? The answer, in my opinion, is to, in reality, put 'a cotton mill in a cotton field.' That is, to have farming and spinning corporations raise their own seed cotton, as well as manufacture same into goods hard by, with the cotton gin as the first process in the mill. Right here I will say that primarily this entire discussion applies only to the smaller mills of, say, 10,000 spindles and under, owing to the unwieldy size of a farm necessary to raise sufficient cotton for the larger mills. However, with the advent of more economic agricultural developments, such as a practical cotton-picking machine and greater yields per acre, I do not doubt that in time large mills will be operated in this manner. Undoubtedly the day will come when an arrangement for raising its own cotton will be the only excuse, I might say, for a very small mill, so many of which we see in the South today, to try and compete successfully with the modern trend for larger mills. It would appear that for many years to come the small mill is to be the one to take advantage of this idea. Therefore, looking at the question from this viewpoint, we will probably retain the small mill for a long while and in an increasing number.

"Assuming, then, that a mill corporation did own land on which to raise sufficient seed cotton for its spinning purposes, and that the farm was operated in the same businesslike manner as the mill, I will attempt to point out some of the advantages to be derived from this arrangement as I see them.

"First, this combination suggests many economies that could be instituted, viewed solely from an agricultural standpoint. The farming end of the organization being superintended by a competent man, the selection of seed, scientific fertilization and cultivation of the soil, harvesting of crop, etc., could be properly looked after, and subsequently the cost of raising cotton could be substantially reduced under the present accepted idea. After counting the value of by-products, such as seed, feed-stuff, etc., it would very probably be safe to say that a mill raising its own cotton should be able to fix the price of lint turned out at somewhere around seven cents per pound from year to year, the only exception being in those years of bad seasons,

but I could hardly be expected to attempt here a thesis on the control of the elements. Even should the crop fail, or turn out short, there is no reason why seed cotton should not be purchased with good results. To be on the safe side, considering bad seasons, a fixed price of 10 cents per pound would be sufficient to place such a mill far ahead in the race of commercial supremacy. While this material reduction in the price of cotton is the greatest gain to be suggested, yet there are many others of much import.

"The cotton could be properly aged after picking and before ginning, thus gaining much additional substance from the seed, resulting in better staple as to strength and general spinning value. It is a well-known fact that much of our cotton is today ginned too green and wet. The seed cotton could be well cleaned from trash, leaf and dirt by fans before passing to the gin, thus eliminating the necessity of much of our present picker systems, as the gin would have a lap attachment to pass the cotton direct to the card or one finisher machine, where the work would also be much lighter. A large portion of our present preparatory machinery has to undo, as it were, what the saw gin does in the way of scrambling leaf with fiber. In this connection some of the recently developed combing and roller gins would be of the greatest efficiency and benefit. In addition to the bagging, ties and baling expense being overcome, the cotton direct from the gin would be in shape to be more easily carded than that from the compressed bale after having been artificially 'opened' by modern picker systems. And last, but not least, the idea of eliminating the 'wet bottom' bale should be cherished by every man who has anything to do with a cotton mill.

"Aside from the strictly mechanical advantages mentioned above, it is possible that the ownership of a cotton farm would solve for a mill certain perplexing labor problems. If nothing more, the occasional shifting of operatives from the mill to the farm, and vice versa, would be conducive to general health and contentment.

"It would be idle talk to say that so radical a change as the one suggested in the manner of handling our raw material could be effected without meeting serious difficulties. However, I feel sure that none are more insurmountable than similar conditions that have obtained in other industries and finally overcome by persistency. The only large problem to be solved is the proper construction of a warehouse to store in a suitable manner sufficient seed cotton to supply the mill after harvesting season. This is a matter on which I have given some thought, and I do not believe it is impractical by any means; but in the absence of actual experience along this line nothing conclusive can be shown."

President Arnold B. Sanford of the American Yarn Exchange in a paper on "Fine Spinning in the United States" said that while the obstacles have been and are today serious to overcome for high grade fine spinning in the South, yet remarkable progress has been made in that section during the past 10 years, and he firmly believed that in another 10 years all difficulties would be surmounted and the Southern States would become large producers of fine cotton yarns, competing successfully with New England States for quality and fineness of spinning.

President John W. Arrington of the Union Bleaching & Finishing Co., Greenville, S. C., in a paper on the "Advantages and Disadvantages of Bleaching and Finishing in the South," said the advantages lay principally in location, of which they could not be deprived, and which could not be altered, and the fact that it will always be to the benefit of the owner of the goods to finish them where made rather than to

haul them a thousand miles or more to finish them and then a still greater distance to final destination. This advantage manifests itself in favorable freight arrangements obtainable on gray goods purchases, which arrangements are not available if the goods are shipped to Eastern finishing works, where they will then have to compete with the Eastern mill located at the very doors of the bleachery. In referring to the disadvantages he said that he was afraid that the wrong man has been selected for this task, because from his standpoint there were apparently none, and there only occurred to him two features that might be considered possible handicaps, one being the remoteness from the

supply of most drugs and chemicals and the other that they were not closer to New York, but that these could be easily overcome by carrying a larger supply of chemicals and maintaining a New York office. In conclusion, he said that the South was not indulging in an idle dream when they believed the day was not far distant when a considerable portion of its product of convertible goods would be finished where made, as the inevitable tendency of business was to bring each finished product as close as possible to its raw material, and for this reason cotton piece goods must eventually be finished on a large scale where cotton is grown, ginned, spun and woven.

the cottonseed products and aid in maintaining in this way uniform prices for the seed.

The president gave a considerable part of his address to the work of the publicity bureau and its great possibilities in promoting the sale of cottonseed products, commenting at length on what the bureau had accomplished and recommending sufficient appropriation for its continuance. A recommendation was made that the association, co-operating with other associations whose interests were allied with it, should next year have a complete exhibition of cottonseed products in some central city of the South, and that for this special occasion the Interstate Association and all State associations should hold their meetings at the same time and in the same city, and that the dairymen and stockraisers of the South and the manufacturers of oil-mill machinery should be requested to co-operate in such a movement.

General advertising was referred to and its benefits outlined. The good work that has been done by the trade journals and the newspapers for cottonseed products was acknowledged, and in referring to this the president said:

"Direct trade with Europe has always been the dream of the South. The great industry that we represent will contribute much toward the realization of that dream if its interests are fairly and justly treated."

Attention was called to the meeting of the National Manufacturers' Association and other organizations in Washington for the purpose of bringing about reciprocal relations with foreign countries. The association was represented there by Mr. T. S. Young of New York, who submitted a report on the matter.

The president called attention to Secretary Root's recommendation for a minimum and maximum tariff, with approval, and suggested that the association should co-operate in this matter. The country was congratulated on the splendid business efforts which have been and are being made by Secretaries Root and Straus to promote American interests, and these high officials of the Government were classed with King Edward of England and Emperor William of Germany among the great commercial drummers of the world. In concluding this part of his address the president said:

"If American manufacturers will follow the way pointed out by Secretaries Root and Straus they will find markets for their products at prices sufficiently remunerative to take their surplus and will aid greatly the removal of all signs of industrial depression and financial stringency."

A recommendation was made that the committees of the association should handle the vast amount of information furnished by the Government regarding foreign trade and should co-operate with the port committees on the handling of products from American ports.

Reference was made to the oleomargarine bills now pending in Congress, one that would, if passed, prohibit the manufacture of oleomargarine and the other that would repeal all laws against the manufacture of oleomargarine except the national pure-food laws, and the suggestion was made that the industry was interested sufficiently in the manufacture of oleomargarine to justify a discussion on the subject. A report was made on the result of the meeting of a joint committee from the Southern Cotton Growers' Association and the Interstate Cottonseed Crushers' Association, which was called for the purpose of discussing the price of seed. This report was submitted by Mr. M. S. Harper, in which it was shown that the committee did not discuss the prices of seed, and the discussion was confined to the general values of seed and seed products, the joint committee recommending that the farmers should more generally use

"But we should always remember that some substantial recognition of this work is just as essential to their business as to ours, and the suggestion was made that wherever possible these publications should be remembered when we are passing around the loaves and fishes, and we should not make the loaves too small and the fishes should be whales, not minnows."

In closing his address, the president said:

"I have watched with the greatest interest and satisfaction the wonderful development of this industry. It has grown in a short while, as measured by trade developments, from a few scattered mills on the Mississippi and in the Piedmont region of the Carolinas to that of a great manufacturing industry, conferring benefits on our people, receiving the endorsement and encouragement of the National Government, creating other industries and winning the world's recognition of its products. But there yet remains much to be done before its full development is reached. That this will be accomplished and that every obstacle to our trade will be removed will not be doubted by anyone familiar with the energy, ability, honesty and loyalty of the members of our association."

Other addresses on the program were by Judge Henry C. Hammond, Augusta, Ga., on "Cottonseed Meal as a Food for Work Stock;" by L. C. Estes, Groesbeck, Texas, on "Cottonseed Meal as a Hog Food;" by Hon. E. D. Smith, Florence, S. C., on "Some Needs of the South;" by M. Frank, Atlanta, Ga., on "Our Association," and by J. J. Culbertson, Paris, Texas, on "Oleomargarine."

The committee reports were as follows: Rules, H. J. Parsons, Memphis, Tenn.; Bureau of Publicity, B. F. Taylor, Columbia, S. C.; mutual fire insurance, I. Jaloni, Dallas, Texas; American Reciprocal Tariff League, T. S. Young, New York, N. Y.; value of cottonseed, M. S. Harper; handling of cottonseed products shipped to foreign markets, E. B. Borden, Jr., Norfolk, Va.; George F. Tennie, Savannah, Ga.; J. H. Fulford, Brunswick, Ga.; Ernest Lamar, Mobile, Ala.; W. E. Jersey, New Orleans, La., and Ed Woodall, Galveston, Texas; legislation, J. C. Hamilton, Baton Rouge, La.; grading of cottonseed, H. J. Parrish, Memphis, Tenn.; arbitration, Jo W. Allison, Ennis, Texas; E. T. George, New Orleans, La.; E. P. McBurney, Atlanta, Ga.; C. D. Jordan, Memphis, Tenn., and John Aspegren, New York, N. Y.; appeals and grievances, C. FitzSimmons, Columbia, S. C.

Interstate Cottonseed Crushers at Louisville.

[Written for the Manufacturers' Record.]

In his annual address before the Interstate Cottonseed Crushers' Association, in session this week at Louisville, Ky., President L. A. Ransom called attention to the work accomplished by the association and to the general conditions affecting the trade, both in foreign and domestic markets. The financial conditions affecting the country, "which closed banks, forced railroads into receiverships and overwhelmed many other industries, left no actual failure of cotton-oil mills, and the future business is exceedingly promising."

Attention was called to the acreage in cotton this year, which would supply the raw material needed, and the increased demand for the products would guarantee future sales. In discussing the future demand for cotton oil the president called attention to the fact that the supply of olive oil could not meet the demands, which must be made up by cotton oil, and quoted from the official reports of United States Consuls in all olive-growing countries to sustain this statement. Referring to the attack on cotton oil made by some olive growers, he said:

"Cotton oil has circled the globe. It is the most popular traveler of modern times; it is welcome in every home. Like cotton, 'it passes current in every bank in the world.' In the face of these facts, the puny attempts of a few olive growers to discredit it may be compared to a gentle zephyr on the placid Pacific trying to stop a Texas tornado in full flight."

Attention was called to the well-known economic fact that "the values of all commodities are governed by the markets where the surplus is sold." The convention was advised that everything possible had been done by the association to hold the foreign trade secure and extend it. The reports of the special Government agents and of the United States consular officials were referred to and the benefit they have been in increasing trade discussed. Exports for the year 1907, as shown by reports of Hon. John M. Carson, amounted for the year ending March 31, 1907, to about \$16,000,000 in oil, \$15,500,000 in cake and \$5,700,000 in lard compounds, as against for the same period in 1908, \$17,600,000 for cottonseed oil, \$13,400,000 for cake and \$6,100,000 for lard compounds. The reports of the United States Consuls show that in the German trade complaints had been made by the importers against American dealers. The president reported these complaints and suggested that the association investigate them and vindicate the dealers if the reports were incorrect or impose proper penalties upon them if the complaints were justified.

The efforts of the association to improve the handling of cottonseed products by ocean steamship lines and in foreign markets were outlined and recommendations made that this work should continue

CURRENT EVENTS AS VIEWED BY OTHERS

AFTERMATH OF THE WHITE HOUSE CONFERENCE.

[*New York Herald.*]

There was a very distinct socialistic note in the proceedings at yesterday's final session of the conference of Governors at the White House. The declaration of principles adopted express the conviction that the country's prosperity rests on its natural resources, that in the use of these "our independent States are interdependent" and that "the nation, the States and the people" should co-operate for the conservation of these resources. The declaration, however, goes much further and asserts that—

"The sources of national wealth exist for the benefit of all the people, and that the monopoly thereof should not be tolerated."

Touching upon the necessity for reforestation—which is now being conducted on so large a scale by our own and some other States—it is declared that—

"We recognize that the private ownership of forest lands entails responsibilities in the interests of all the people, and we favor the enactment of laws looking to the protection and replacement of privately-owned forests."

The "declaration" also "specially urges on the Federal Congress the immediate adoption of a wise, active and thorough waterway policy," and then, without preamble or explanatory clause, ends with this:

"We recommend the enactment of laws looking to the prevention of waste in the mining and extraction of coal, oil, gas and other minerals, with a view to their wise conservation for the use of the people, and to the protection of human life in the mines."

This trend toward "State socialism" was equally marked in some of the addresses that followed. * * * There was little comment or criticism, the Governors doubtless realizing that neither the declaration nor the addresses had any official character, and furthermore feeling that they were in a sense the President's guests and in his own house. Governor Hanly of Indiana ventured to remark that in the matter of coal enough was being produced only to meet the industrial demands of the country and to ask, "If you put a limitation upon this natural resource, do you not put a limitation upon the industrial life of the nation?" It does not appear, however, that there was opportunity for discussion of such practical questions. * * * With the purpose for which the conference was called—to promote conservation of the country's natural resources—there is universal sympathy. Useful results may follow the stimulation of interest in the subject, while neither the incidental irritation of Congress by the President's action nor the academic socialism of the "declaration of principles" adopted need be taken too seriously.

No Occasion.

[*Boston Herald.*]

There is nothing to hinder Governor Folk from calling the Governors of the States together for another conference at any time he desires to do so, without asking the consent of the President. Governor Glenn had no reason to worry for fear that some future President would refuse to issue a call for a conference. As the *Herald* has pointed out, there is no occasion for an offensive or defensive organization of the Governors in the inter-

est of States' rights, and there is little possibility of benefit that might accrue from such an organization. The Governors can accomplish better results along broader lines of effort. The failure of the "opposition" at the Washington conference is not significant as proof of the dominating power of the President, but rather as indicating the lack of substance to the greater part of the States' rights talk today.

Conserving States' Rights.

[*Richmond (Va.) Times-Dispatch.*]

After all, the lines separating the States of this Union are not to be entirely obliterated. From several sources of importance and power comes the reminder that the States still have important functions to perform, and that there is a resolve to preserve these functions. There is an awakening to the necessity that the conservation of certain governmental principles has become as important a duty as that of conserving our material resources.

Dividing Into Groups.

[*Wall Street Journal.*]

No sooner does the Governors' conference begin business than its members divide into party groups. This was perhaps inevitable. These groups may not be formed along exactly the same lines as the political parties, but form as the result of opposing ideas. For instance Governor Folk of Missouri begins to head a group of Governors for the purpose of protecting the States against further encroachments upon their power by the Federal Government.

Not Enough Room.

[*Washington (D. C.) Post.*]

There is no room in the republic for a House of Governors in any form, under any auspices, through any pretense. States' rights as recognized by the Constitution? Yes. The government of the nation by State executives? No—never. We sincerely hope the executives will show their patriotism by refusing to organize as a separate or distinctive body.

Limited.

[*New York Times.*]

In the deliberations of the proposed House of Governors neither the executive nor any other branch of the Federal Government should have any participation. The Constitutional prohibition of agreements and compacts between the States without the consent of Congress does not apply. No agreement, no contract is contemplated. The Governors will simply take counsel one with another. The majority cannot bind the minority; manifestly, the Governors themselves cannot pledge their States to any action, even though it be unanimously advised. The plan would simply create a piece of machinery to promote the formation of intelligent public opinion that would tend to uniformity of State legislation upon subjects as to which the interests and the welfare of the whole people make such uniformity desirable.

Where Duty Lies.

[*New Orleans Times-Democrat.*]

The success of systematic and thoroughgoing conservation will in large degree depend upon co-operation by the State Legislatures. Uniform laws for the protection of the resources under control of the States, for regulation of mining, lumbering, etc., will unquestionably pre-

vent a great part of the witless and well-nigh criminal waste now practiced. In their attempt to give this approved policy effect the Governors will be aided by the public sentiment already created. Its adoption will eventually force Congress into line and secure the concert of State and Federal forces necessary to a general and thorough system of conservation.

A Bad Break.

[*Norfolk Virginian-Pilot.*]

There is a bill now pending before Congress to authorize the continuance of the Commission and defray its cost, and the measure ought to be adopted without a dissenting vote. But it is quite another thing for the Executive to proclaim to the world that he is independent and reckless of the action of that branch of the Government to which alone, under the Constitution, the settlement of such questions belongs. There is no material object so essential to the welfare of the country as to be worth the price of investing the President with unbridled discretionary power. If his declaration was merely the exuberant expression of zeal, it was regrettable; if it conveyed a deliberate intention, it was reprehensible in the extreme.

Test of Practicability.

[*Atlanta (Ga.) Journal.*]

It is hoped that one of the immediate effects of the conference will be to secure the passage of the forestry bill which is now pending in Congress, and which seems to be in a much more favorable position than ever before. This would mean a great deal to the South, and particularly to the State of Georgia. It would mean a saving of millions of dollars every year. It would be the consummation of a plan which has been urged and cherished by sincere friends of the South for years.

No Authority.

[*New Orleans Picayune.*]

The conference of the Governors of the various States of the Union, called by the President of the United States to consider the various problems of the conservation of the natural resources of the country, has been held and has been closed after the adoption of a series of resolutions which relate only to generalities. Of course, it was not in the power of such a body, dignified and distinguished as was its membership, to do anything definite and positive, for the simple reason that there was no authority vested in the conference to act upon any of the questions considered.

In Vain?

[*Wall Street Summary.*]

If Congress—the servant of all the people—does not wish to stultify itself it will now take from the committee the bill to purchase the Appalachian reserves and pass the same. If it does not, then the White House conference resolutions urging upon Congress the extension of the present Governmental forest policy must have been adopted in vain.

Dependence.

[*Charleston News and Courier.*]

One of the most notable things about the White House conference was the absolute dependence of the speakers upon the reports of the Government officers for all the information of a large sort any of them possessed upon the questions they discussed. This spoke well for the thoroughness with which the Government officers have done their work, but it did not

speak well for the Governors and the little care they have apparently given to questions of the most vital importance to the industrial welfare of their respective commonwealths. Instead of organizing for the business of engaging in the interesting but not very profitable exercise of splitting hairs on disputed points of constitutional interpretation, it would seem that it would have been better for them to have waited to see how what they have done will work out.

A Snapshot.

[*New York Globe.*]

A feature of the gathering has been the willingness of the delegates to be caught by the camera.

NORTH CAROLINA TRUCKING.

[*U. S. Crop Reporter.*]

The State statistical agent for North Carolina of the Bureau of Statistics makes the following comments in a recent report to this bureau: As the spring season advances up the Atlantic coast there are about two weeks during which North Carolina controls the Northern truck markets. Chadbourne is the center of the most important berry district, Mt. Olive next. Rocky Mount, the distributing point for Northern markets, during the height of the season ships daily as many as 100 carloads of berries. Lettuce, beets, cabbage, beans, peas and cucumbers are also important truck crops of Eastern North Carolina. The past season has been very favorable for truck crops excepting the cold snap of April 20, during which the berry shipments declined considerably. Labor has been much more plentiful than usual, as the suspension of lumbering and other non-farming operations diminished the demand materially. Transportation facilities have been ample, yields have been good and prices as a whole have been good.

LOOKING UP.

[*Birmingham News.*]

Two more railroads to inaugurate passenger service in Birmingham before another month; three big skyscrapers to be well under way before the year is out; a large number of residences and business buildings under construction and early contemplation; quite a number of new enterprises projected, and a gradual revival of active trade conditions all along the line. These are some of the things that make the outlook for a return of prosperity in this district more than ordinarily encouraging.

RESTORING PROSPERITY.

[*Iron Trade Review.*]

If industrial depressions were transient affairs, coming and going in a fortnight or a month, publicity of this sort might accomplish something by establishing conditions on a firm basis before its duplicity should be discovered. But dull times are not to be so quickly overcome. Nothing except orders, backed by specifications, will work their correction. Untrue or half-true reports cannot create orders; at best they can only build up an extremely unstable variety of artificial "prosperity" which benefits no one and eventually proves an actual hindrance in the restoration of healthy and vigorous business conditions.

FAITH IN BIRMINGHAM.

[*Birmingham Age-Herald.*]

The truth is, fuel seams and iron-ore seams lying in close proximity are the safest possible basis of prosperity, and capitalists know it. They know that on

one side of Jones valley is an inexhaustible seam of ore, and that on the other side are splendid seams of coking coal, and that an open Warrior will soon float our heavy products to tidewater. That is all they desire to know, and that explains why we will put up three skyscrapers this year, one of them being of unexampled size in the South, with a fourth one looming up in the near future.

VIRGINIA FRUIT.

[Richmond *Times-Dispatch*.]

Only last week the *Times-Dispatch* commented editorially on the latest report of the Virginia Horticultural Society and called attention to the significant and encouraging fact that Virginia ranked fourth in number of bushels of apples, and seventh in bushels of peaches produced. These figures leave no doubt of Virginia's capacity to produce fruit, and it only remains for Virginia farmers and fruit-growers to adopt modern methods of horticulture, packing and selling to find that Virginia orchards can, with equal success, produce wealth as well and as fast as any other State in the Union.

The Congressional Red River Improvement Association will meet at Shreveport, La., June 19-20 for the purpose of promoting the improvement and the navigation of the Red river and the development of the entire river valley. Congressman Morris Sheppard of Texarkana, Texas, is president of the association, and Congressman C. D. Carter of Ardmore, Okla., is its secretary. The convention secretary in charge of arrangements is Mr. Louis N. Brueggerhoff, Shreveport, La.

At the annual convention of the Alabama State Fire Underwriters' Association, held at Mobile May 13 and 14, the following officers were elected for the ensuing year: President, Ed S. Moore, Birmingham; vice-president, James S. Dowdell of Montgomery; secretary and treasurer, R. F. Manly of Birmingham.

The Commercial Club of Temple, Texas, has elected Messrs. A. J. Jarrell, president; P. A. Heckman and John J. Cox, vice-presidents; H. L. Sherrill, Walter Lamberth, W. O. Cox, George E. Wilcox, W. E. Werkheiser and A. L. Flint, directors.

It is estimated that between 12,000 and 15,000 acres of Arkansas prairie land will be planted in rice this year. The Little Rock *Gazette* says that this cereal is now being grown on lands that at one time were sold for taxes, but are now worth from \$50 to \$100 an acre.

The annual report of the Comptroller of Baltimore, Md., for the fiscal year ended December 31, 1907, in accordance with the uniform system of accounting of the National Municipal League, has been published in pamphlet form.

Mr. W. A. Guyton of the Galveston Towing Co. says that his company has constructed a light-draft tug and has barges especially adapted for use upon the inland waterway between the Mississippi and the Rio Grande when completed.

Completion of lock and dam No. 3 on the White river, Arkansas, gives, with the two other locks and dams, the three costing about \$750,000, a stretch of 35 miles of navigable river.

In the first six weeks of this season 524 carloads of Texas onions, representing 262,000 crates, were received at Galveston for shipment to New York.

A Chamber of Commerce has been organized at Bridgeport, Ala., to advance the commercial and manufacturing interests of the community.

MINING

New England Gas & Coke Co.

The management of the New England Gas & Coke Co., Boston, Mass., has purchased control of the Federal Coal & Coke Co., which has been developing 5500 acres of gas and coal lands located 12 miles south of Fairmont, W. Va., on a branch of the Baltimore & Ohio Railroad. It is understood that the purchase price was \$1,250,000, and reports state that \$750,000 will be expended for further developments, these to include increasing present daily output of the mines from 1000 to 5000 tons of coal. The New England Company consumes about 600,000 tons of coal annually, and for 10 years has been obtaining its supply from Nova Scotia. It is also connected with other New England corporations using 2,000,000 tons of coal annually. At the annual meeting of the Federal Company's stockholders last week directors were elected to represent the new control. The board consists of Messrs. J. L. Lewis of Fairmont, Edward Page of Philadelphia, Robert Winsor, C. Minot Weld, Robert Grant and James L. Richards, each of Boston. The officers elected are: President, James L. Richards, president of the Boston Consolidated Gas Co., the New England Gas & Coke Co. and other corporations; vice-president, J. L. Lewis of Fairmont, heretofore a director of the Federal Company; treasurer, Robert Grant of Boston, treasurer of the Boston Consolidated Gas Co.; assistant treasurer, Edward B. Page of Philadelphia, who has been a director of the Federal Company.

Lead Mines Near Paris, Ky.

A dispatch from Paris, Ky., states that much progress is being made in the development of the lead mines near that city leased about a year ago by the Bluegrass Mining Co., C. I. Hollingsworth, general manager, and R. W. Becroft, superintendent. The property consists of about 1000 acres, the company having expended approximately \$20,000 for mining equipment, and has removed about 5000 tons of ore. It is intended to install a separating plant, contracts for which, it is said, will be awarded in June. The separator will have a capacity of 100 tons, and its equipment will include 150-horse-power engine and other machinery. Transportation facilities will be supplied by a three-quarter-mile spur track from the Louisville & Nashville Railroad. Cars will be loaded at the separator by means of elevators.

Opening Mines in West Virginia.

The MANUFACTURERS' RECORD is advised that the Saxman Coal & Coke Co., with offices at 1414 Commonwealth Building, Philadelphia, Pa., and mines at Fenwick, W. Va., is at present opening the Sewell seam of coal on Big Laurel creek in West Virginia, where it expects to construct 100 coke ovens. Construction work is in progress, and it is thought the plant will be ready to operate about the first of September. Officers of the company include Messrs. E. F. Saxman, president, and C. A. Ellis, treasurer.

To Develop Clay Lands.

The Hot Springs Clay Products Co. of Hot Springs, Ark., which incorporated last week with \$1,000,000 capital stock, plans to develop 400 acres of land bearing clay suitable for manufacturing bricks, pottery, paints, kalsomines, etc. Organization has been effected with Lee Worthington, president; C. L. Shattuck, vice-president; E. H. Johnson, secretary, and J. B. Henderson, Manager.

The Gadsden Coal Co. of Gadsden, Ala., has incorporated with a capital stock of

\$100,000 to operate coal mines near Attalla. R. E. Grace of Birmingham, Ala., is vice-president.

At a meeting at Knoxville, Tenn., last week of coal operators of Tennessee, Southeastern Kentucky and Southwestern Virginia, the Southern Coal Operators' Association was organized for the purpose of advancing the interests of its members. Another meeting will be held on May 25 for the election of officers.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Alabama - West Florida Manufacturers.

The monthly meeting of the Alabama-West Florida Lumber Manufacturers' Association was held at the Exchange Hotel, Montgomery, Ala., last week, with President F. J. Hughes of Sumter, Ala., presiding. A feature of the meeting was a discussion as to the cost of lumber production, which indicated a lack of uniformity in the cost sheets of all the mills. Secretary George K. Smith of the Yellow Pine Association presented statistics concerning the cost of production west of the Mississippi during the years 1905 and 1906. Messrs. W. S. Harlan of Lockhart, Ala.; I. Burlingame, Yellow Pine, Ala., and Peter Vrendenberg, Jr., of Pine Hill, Ala., were appointed a committee to prepare a uniform cost blank, and each member of the association was requested to report individually to the committee the present method of forming his cost sheet. Professor R. C. Bryant of the forestry department in Yale University made an address, and Secretary Eddy read a communication from the Pacific Coast Shippers' Association urging the West-Florida Association to appoint a committee to attend a conference with representatives of other lumber associations to be held at Minneapolis, Minn., on June 19. The association adjourned to meet in Mobile on June 9.

Lumber Notes.

The Atlanta (Ga.) Builders' Exchange has opened offices in the Prudential Building, Atlanta.

Building Inspector R. L. Holland of Norfolk, Va., reports that 55 building permits were issued during April, representing an expenditure of \$138,584. Of the total number of permits, 33 were for residences to cost \$107,071.

Will Erect Large Plant.

A report from Atlanta, Ga., announces the purchase of 20½ acres of land in that vicinity by the Germofert Manufacturing Co. of Charleston, S. C., for the erection of a large fertilizer plant to cost about \$200,000. The property is located on the Georgia Railway & Electric Co., between East Point and Hapeville, and is said to have cost \$18,000. It is understood that contracts for preliminary grading have been awarded, and that work on the foundations will be undertaken at once. The plant is expected to be completed and ready for operation within six months.

To Export Cottonseed Products.

A new company which expects to make Port Arthur, Texas, a factor in the export trade of cottonseed products has been organized in that city. It is the Port Arthur Export Co., John W. Gates of Port Arthur, president, and Carl Eichenburg of Galveston, Texas, vice-president and general manager. The company plans to install an equipment for grinding, sacking and loading cottonseed products, and expects to be ready for operation at the beginning of next season.

TEXTILES

The Fountain Inn Enlargements.

The Fountain Inn (S. C.) Manufacturing Co. has awarded contract to G. H. Cutting & Co. of Worcester, Mass., for the construction of its additional mill and cottages. The present plant will be thoroughly overhauled and rearranged, the village will be repaired and enlarged, streets will be improved and the houses will be repainted. There will be added new machinery, to include 5000 spindles and 300 looms, increasing total to 15,000 spindles and 460 looms, for manufacturing table damask, ginghams and print cloths. Electricity will be used for power from the Enoree Power Co.'s plant seven miles distant. All contracts for machinery and supplies have been awarded. In April the MANUFACTURERS' RECORD stated details of the Fountain Inn Company's plans for the improvements above mentioned, including the increase of capital stock from \$200,000 to \$300,000.

Building a 3000-Spindle Mill.

R. B. Whitley of Wendell, N. C., will build a cotton mill, as reported in the MANUFACTURERS' RECORD some weeks ago. He has begun the construction of a mill building 50x200 feet and an engine and boiler room, and expects to complete the structure by July 1. A 150-horse-power high-pressure boiler and a 100-horse-power engine will be installed for power. Mr. Whitley will purchase the power plant in June, and possibly be ready to buy the cotton machinery by August. There will be installed 3000 spindles for producing hosiery yarns.

Highland Park Manufacturing Co.

The Highland Park Manufacturing Co., cotton manufacturer, Charlotte, N. C., is planning to build an addition and improve its large finishing plant and to erect a mill office building. The new structure has been designed by Stuart W. Cramer, and will be about 40x80 feet in size. It will have saw-tooth roof construction to provide light for the main offices, and will include a large vault with windows of heavy wireglass set in a metal sash and metal window frames.

Woolen-Mill Company Incorporated.

The Washington Woolen Mill Co. of Fredericksburg, Va., has been incorporated with a capital stock of \$100,000 and the following officers: President, John C. Melville; secretary and treasurer, Wm. H. Duvall, and vice-president and general manager, Morris Podoll.

Yarns Wanted for India.

Messrs. Thakurdas Khinvarji & Co., Beawar, India, write the MANUFACTURERS' RECORD that they are prepared to negotiate for obtaining their supply of cotton yarns from American manufacturers. The firm's letter is reproduced in another column under "Foreign Letters."

A \$20,000 Knitting Company.

The Brunswick Knitting & Manufacturing Co. of Brunswick, Ga., has been organized with capital stock of \$20,000 to establish plant for knitting hosiery. It has secured a building and purchased the machinery. J. E. Moody will be the manager.

To Build Hosiery Mill.

A. R. Robinson and associates of Alexander City, Ala., are forming a company to build a mill for the production of knit hosiery. They have not purchased the machinery necessary, and invite prices and other information.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

WESTERN MARYLAND.

John D. Rockefeller Holds Control Which Was Pooled With Him.

After several days of unwonted activity of dealings in Western Maryland stock in both New York and Baltimore, a report comes out of Wall Street that John D. Rockefeller now controls the railroad and its extensive properties. At the same time the report is revived that Gould and Harriman are friendly, and as Harriman is supposed to be more or less connected with Rockefeller in railroads, it appears to be possible that some large plan is being worked out or may be carried through to provide an important trunk line between the East and West by linking up several roads. Harriman's interest in the Reading makes it particularly desirable to him that he should have a share in the Western Maryland, not to say anything of the desirability of such a share to the Reading itself. Furthermore, with these three financiers associated it seems improbable that the George's Creek & Cumberland Railroad would be permitted to pass out of control which could handle it in the interest of the Western Maryland Railroad whenever it is desired to do so. The use of this little road would, as is well known, afford the needed passage through the mountains on the start of the Western Maryland's proposed extension to Pittsburgh, which includes a branch to Wheeling.

There is another possibility of importance in connection with the Western Maryland situation. The main line of the road reaches to Charleston, W. Va., and the Virginian Railway, which is being completed by H. H. Rogers, the business associate of Mr. Rockefeller, reaches the Kanawha river at Deepwater, W. Va., whence connection could be readily made with the Western Maryland. Such a junction would unite two lines that traverse rich coal territory, and each would be of importance to the other. The Virginian is also looking westward, and may when times improve build its own line to the Great Lakes. It has been rumored for some time that such a plan was in contemplation, but just now there is talk of getting to the lake ports by means of traffic arrangements with existing lines.

Mr. Rockefeller's control of the Western Maryland is said to rest in stock and general mortgage bonds, which securities, it is said, have been pooled in his hands with power of attorney, and it is alleged that he can sell the road or make traffic alliances with any railroad company. This agreement, it is said, is not unfriendly to George J. Gould and his associates, but that, on the contrary, the agreement is friendly. Whether it is that Mr. Rockefeller is the financial power behind both Harriman and Gould is not established, but the fact that Mr. Harriman has been able to finance all his extensive railroad schemes with apparent ease and that Mr. Gould has lately made financial arrangements to complete the Western Pacific Railroad indicates that there is some huge financial power in the background of both the Gould and the Harriman systems. Considering this, it would not be surprising if financing were suddenly found for the connection between the Western Maryland Railroad and the Wabash at Pittsburgh, although lately there has been serious doubt as to whether this connection would be built.

In connection with this latest development of the Western Maryland it is said that the receivership of the road was

sprung as a surprise at the directors' meeting early in March and when the attorneys had already been directed to apply for the appointment of a receiver. It occasioned considerable dissatisfaction at first, but it was decided not to interfere with the course that had been taken, and subsequently financiers who were large holders in the stocks and bonds of the company sought the assistance of Mr. Rockefeller, with the result that the pooling arrangement was made to prevent a disintegration of the Western Maryland system. The outcome of this is expected to be favorable to the property.

ROGERS' ROAD PUSHES ON.

New Financing to Complete Line Which May Connect to Reach Lakes.

According to a report from New York, H. H. Rogers has placed a new loan for the Virginian Railway Co., which is building his coal road in Virginia and West Virginia. The issue consists of \$17,000,000 of five-year 6 per cent. convertible notes, which were sold to Redmond & Co. and the Equitable Trust Co. Part of the new loan, it is said, will be used to retire the \$10,000,000 of short-term notes issued about a year ago, and the remainder will be applied to the completion of the road, upon which work is being pushed. Track has already been laid on a large portion of the line, and the plan is to complete it this year. Work has been resumed on the pier at Sewall's Point, Norfolk.

In connection with this new financing a report that steps have been taken to connect the Virginian Railway with the Kanawha & Michigan Railway by building a bridge over the Kanawha river is especially interesting. This would be for the purpose of reaching the lake ports with coal from the mines along the Virginian. The Kanawha & Michigan connects with the Toledo & Ohio Central, which is under the same management, and by another connection with the Chicago, Cincinnati & Louisville road, a short line to Chicago could be made. This, with the low grades and easy hauls of the Virginian Railway, would provide a particularly desirable route for coal traffic. The bridge required to carry out the plan would, it is said, be built at Carbondale, W. Va.

New Railroads Planned.

Among the new railroad plans recently chartered is the Oklahoma, El Reno & Shawnee Rapid Transit Railway Co., which has been incorporated in Guthrie, Okla., to build a line from El Reno, Okla., to Oklahoma City, and thence via McCloud to Shawnee, Okla. It is expected to make the headquarters at Oklahoma City. The road is to cost \$20,000 per mile. The incorporators are Charles A. Huber, president; J. A. Niblo, W. M. Sawyer and S. L. Niblo of Oklahoma City, and Chas. E. Davis of Lugert, Okla. It is expected that work will begin about August 1, as rights of way are to be secured now and survey is to begin immediately thereafter.

The Texas Northern Railway Co. is another new line that has been chartered at Austin, Texas, with \$50,000 capital to build a railroad from Groveton northeast through Trinity and Angelina counties to Lufkin, Texas, about 36 miles. Headquarters at Groveton. The incorporators are William T. Joyce, E. J. Batchelder, R. C. Hitchcock, L. P. Atmar, J. C. Anderson, P. A. McCarthy, W. C. Trout, H. M. Garwood, Edwin B. Parker and C. R. Wharton.

The Cherokee Belt & Interurban Railway Co. is reported to be making preliminary surveys for its proposed line in Oklahoma, and is expected to start construction about October 1. The line is to be standard gauge and about 45 miles long,

connecting Skiatook, Collinsville, Claremore and Pryor Creek, Okla. It is contemplated to operate two steam locomotives and six gasoline electric cars. As yet no contracts have been let; capital \$500,000. The officers are E. Bachman of St. Louis, president; F. E. Montel of Kansas City, vice-president and general manager; J. R. Caudley, secretary; E. Pease, treasurer, and Arthur E. Leap, superintendent, all of Collinsville, Okla.

Kansas City Southern's Annual.

At the annual meeting of the Kansas City Southern Railway, recently held at Kansas City, President Edson submitted a statement. He is reported as saying that the net earnings for the nine months of the fiscal year to March 31, less taxes, were \$2,186,074, and, estimating that the net for the remaining three months on the present basis of earnings will not be less than \$622,488, there will be a total net for the fiscal year of \$2,808,562. Deducting total charges for the year, including interest on bonds, notes and car trust, there will be a net applicable to dividends of \$1,583,509.

Up to June 30 last there was expended for the rehabilitation and improvement of the property \$4,533,859, and there was further expended this year up to March 31 \$1,217,925. The company also bought 30 locomotives during the year, costing \$525,600. Continuing, the president said:

"The property from Kansas City to Shreveport is well ballasted, the embankments are widened and the ditches cleaned out to standard width, and, with the putting down of the rails now being delivered, the track will be laid throughout with heavy steel. A permanent bridge is built whenever one of the temporary structures wears out. * * *

"The benefits derived from the improvements made are manifest in the low cost at which the traffic is now being carried. With a revival of business the gross earnings should be measurably increased and the property be operated at a less ratio of expense than in the past."

Freight Terminals at Meridian.

An officer of the New Orleans & Northeastern Railroad Co. (Queen & Crescent Route) informs the MANUFACTURERS' RECORD that the recently completed freight terminals at Meridian, Miss., consist of an inbound freight depot 50x602 feet and an outbound freight depot 30x552 feet. The former has arrangements for the delivery of freight on a principal street, and has a marquee 11 feet wide; the latter has a similar marquee. There are five tracks, with platforms between each track, and platforms covered with marquees on the track side of the freight depots. The capacity of the tracks is 75 cars. The buildings are of concrete foundations, brick, iron and steel construction, with rolling doors. The office portion is two stories high, 50x180 feet, with fireproof record-room.

The roundhouse will have 32 stalls, of which the concrete foundations for 24 stalls, with necessary drop pits, are completed. The superstructure will be brick walls and iron columns. The arrangements call for a testing-room, etc.

The work on the superstructure has been discontinued until better times.

Proposes to Reach Tom's Creek.

An officer of the Virginia & Southwestern Railway Co. informs the MANUFACTURERS' RECORD that no plans to build the projected line from Clinchport to Tom's Creek, Va., have yet been settled. Under the name of the Virginia & Southwestern Railway surveys were made for this line and considerable right of way procured in 1904 and 1905. The Virginia & South-

western Railway Co. lately acquired the rights of the Virginia & Southwestern.

It seems probable that the line from Clinchport to Tom's Creek will be constructed when financial conditions permit. The route is from Clinchport, in Scott county, Virginia, up the Clinch river to the mouth of Guest river and up that stream to the Tom's Creek coal properties. The Virginia & Southwestern, as recently noted in the MANUFACTURERS' RECORD, has acquired in its own name the Holston River Railroad and the Black Mountain Railway, the former being in process of construction and the latter having been lately completed. With the building of a road to Tom's Creek the Virginia & Southwestern will be more than ever important as a coal carrier.

Southern's New Note Issue.

The Southern Railway Co. has issued \$15,000,000 of three-year 6 per cent. convertible notes, of which it is said about \$12,000,000 will be used for the improvements already under way, the remaining \$3,000,000 being used to take up a maturing loan. The Southern has been for several years engaged in improving its main line between Washington and Atlanta by adding second track, and this work, it is understood, will be pushed. There is also much other work in the way of yard and terminal facilities that may also be advanced.

Railroad Notes.

The New Orleans Terminal Station at Canal and Basin streets will be opened on June 1, according to an official announcement.

The New Orleans Public Belt Railroad is to be opened for service on Monday, August 3. It will accommodate a number of industries.

J. M. Marshall has been appointed superintendent of bridges and buildings for the Arkansas, Louisiana & Gulf Railway at Monroe, La. J. M. Parker is general manager.

The Gulf & Interstate Railway Co. has completed and launched a barge for the transfer of both freight and passenger cars between Galveston and Port Bolivar, Texas. The barge was built at the latter point. It is 240 feet long, 40 feet wide and 11 feet deep. It will carry 18 freight cars.

The Kansas City, Mexico & Orient Railway, according to a dispatch from Wichita, Kans., was again voted a subsidy of \$110,000 for its line through Sedgewick county. Owing to bad weather and several accidents, the line was not completed within the time limit; hence the subsidy was revoked.

A dispatch from Bristol, Tenn., says that the stockholders' meeting of the Carolina, Clinchfield & Ohio Railway Co. (South & Western) held on Monday to authorize an issue of \$15,000,000 of bonds adjourned for a week without action. It is said that the issue will be approved next week and a first mortgage authorized on the property. After the winter's idleness construction was resumed in March, and is now being pushed north and south.

It is reported that a new transportation service will be established between Galveston, Texas, and ports on the eastern coast of Asia via the Tehuantepec National Railroad in Mexico. The Wolvin Steamship Line, it is said will operate ships from Galveston and other Gulf ports to Coatzacoalcos, Mexico, the eastern terminus of the railroad, and from Salina Cruz, the western terminus, a service to Asia will be established by a Chinese corporation with headquarters at Hong-kong and known as the Eng Hok Tong Steamship Co.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements, are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Atlanta, Ga.—George B. Hinman has contract to build \$28,000 ferro-concrete bridge across Peachtree creek. A. F. Walker is architect and the Solomon Norcross Company consulting engineer, both of Atlanta. (Previously mentioned.)

Baltimore, Md.—Baltimore & Ohio Railroad, D. D. Carothers, chief engineer, Baltimore, is endeavoring to secure permission from State Board of Public Works and War Department engineers at Washington to construct proposed double track bridge over Susquehanna river for its New York division. Specifications have been prepared and contract awarded.

Brookhaven, Miss.—Board of Supervisors of Lincoln county adopted plans and specifications for additional steel span to bridge and spanning Homochitto river, and will receive bids in June.

Columbus, Ga.—City Council has postponed date of opening bids for constructing steel or reinforced concrete bridge across Chattahoochee river at Dillingham street from May 27, as recently stated, to later date not yet decided; W. C. Campbell, superintendent Public Works.

Gadsden, Ala.—Louisville & Nashville Railroad, W. H. Courtney, chief engineer, Nashville, Tenn., will, it is reported, construct bridge to span Coosa river.

Greenville, Miss.—Washington county will vote May 26 on issuance of \$100,000 bonds for building bridges and improving public roads. Address County Commissioners.

Hillsboro, Texas.—Texas & Brazos Valley Railway, W. E. Green, general manager, Houston, Texas, will, it is reported, build bridge and viaduct on South Waco street, Hillsboro; cost about \$16,000.

Rapidan, Va.—Contract for construction of three-span steel bridge noted in April awarded to Canton Bridge Co., Canton, Ohio, at \$7300.

Rocky Mount, N. C.—Contract will be awarded May 29 for construction of two steel bridges across Tar river; W. E. Jeffreys,

chairman County Board of Commissioners, Rocky Mount. (See "Machinery Wanted.")

Tulsa, Okla.—County Commissioners have awarded contract to Canton Bridge Co., Canton, Ohio, to construct 17 steel bridges for \$19,145; bridges to range from 30 to 190 feet.

Wheeling, W. Va.—City has voted \$25,000 of bonds for Market-street bridge; C. B. Cooke, City Engineer. (See "Water-Works.")

CANNING AND PACKING PLANTS

Aiken, S. C.—John M. Givens will erect fruit cannery at Croft's Mill, near Aiken.

Asheville, N. C.—Cannery.—W. B. McLean, R. F. D. No. 4, plans to build cannery for fruit and vegetables; capacity, 10,000 to 5,000 cans; machinery has not been purchased. (See "Machinery Wanted.")

Fredericksburg, Va.—Home Brand Canning Co. Incorporated with \$25,000 capital stock; O. M. Armstrong, president; E. M. Agan, secretary; T. M. Armstrong, treasurer.

Gainesville, Texas.—Gideon & Stewart, Limestone, Texas, will build cannery in Gainesville; capacity 80,000 cans daily; cost \$10,000.

Petersburg, Va.—Southern Provision Storage & Packing Co., 11 Old street, recently incorporated with \$100,000 capital stock, will establish plant for packing and curing meat; building 50x125 feet will be erected at cost of \$20,000; cost of machinery, \$5,000; 10 to 25-ton refrigerator will be installed; president, John A. Gill; vice-president, F. M. Dalton; secretary, J. T. Collins; manager, Walter Brown; engineer not yet appointed.

Waynesboro, Ga.—Company organized by E. E. Chance of Waynesboro and J. L. Atwell, Valona, Ga., to build cannery.

CLAYWORKING PLANTS

Hot Springs, Ark.—Rexall China Co. Incorporated with \$5000 capital stock by E. E. Spencer, A. A. Reynolds and W. H. Tarver.

Hot Springs, Ark.—Hot Springs Clay Products Co., reported incorporated lately with \$1,000,000 capital stock, will develop 400 acres of land bearing clay suitable for manufacturing bricks, pottery, paints, calomines, etc. Lee Worthington is president; C. L. Shattuck, vice-president; E. H. Johnson, secretary, and J. B. Henderson, treasurer and manager.

Mountain View, Okla.—Farmers & Merchants' Bank, Caldwell & Hollis and H. A. Emerson reported to establish brick-manufacturing plant.

St. Petersburg, Fla.—Eureka Stone & Cement Co. has erected building which will be equipped with machinery for manufacture of drain tile.

COAL MINES AND COKE OVENS

Attalla, Ala.—Gadsden Coal Co. Incorporated with \$100,000 capital stock by J. R. Lewis, R. E. Grace, both of Birmingham, Ala., and others to develop coal lands near Attalla. Mr. Grace is vice-president and secretary; principal offices in Gadsden, Ala.

Birmingham, Ala.—Clear Creek Coal Co. Incorporated with \$30,000 capital stock; Mark Doyle, president; Hugh McGeever, vice-president; Patrick Byrne, general manager; P. H. Linnehan, secretary; James Hood, treasurer.

Birmingham, Ala.—Cedar Creek Coal Co. Incorporated with \$8000 capital stock by Patrick Byrne, Sterling A. Wood, Michael Clifford and others.

Birmingham, Ala.—Fairchild Coal Co. Incorporated with \$5000 capital stock by J. C. Reinhardt, J. F. Chairsel and E. C. Chairsel.

Birmingham, Ala.—Buck Coal Co. Incorporated with \$10,000 capital stock; James M. Hillman, president; J. M. Cartwright, vice-president and secretary, and W. A. Watts, treasurer.

Bluefield, W. Va.—Norfolk & Western Coal & Coke Co. Incorporated with \$25,000 capital stock by A. D. Hammann, H. C. Watson, W. S. Fontz, E. Bond and others.

Cary, Ky.—Central Coal Co. recently reported incorporated (under Pineville, Ky.), has capital stock of \$16,000; president, Job Jones; vice-president, W. L. Stallworth; secretary and treasurer, H. H. Fuson; offices and telegraph, express and railroad station, Pineville, Ky.; mines at Cary.

Decatur, Texas.—J. J. Perkins and associates will organize company to develop coal properties, and is now sinking two shafts. Sam Hardy will have charge of mines.

Drakesburg, Ky.—Greer Coal Mining Co. Incorporated with \$25,000 capital stock by C. D. M. James M. and Rowan A. Greer and others, all of Memphis, Tenn.

English (not a postoffice), W. Va.—Flat-top Coal Mining Co. Incorporated with \$50,000 capital stock by Wm. J. Pritchard, Bramwell, W. Va.; O. M. Deyerle, S. S. Cofer, Bluefield, W. Va., and others.

Fairmont, W. Va.—New England Coal & Coke Co., G. H. Finn, manager, Boston, Mass., confirms recent report of purchase of Federal Coal & Coke Co. and properties near Fairmont, including 5500 acres of coal and gas lands. It is reported purchase price is \$1,250,000 and that \$750,000 will be expended for further developments, plans contemplating the increase of present daily production from 1000 to 5000 tons of coal. Further details will be announced soon.

Fenwick, W. Va.—Saxman Coal & Coke Co., main offices at 1414 Commonwealth Building, Philadelphia, Pa., is now preparing to open mines and develop its coal properties, and expects to be operating by September 1; will also build 100 coke ovens. E. F. Saxman is president. (Erroneously mentioned lately as Fenwick Coal & Coke Co.)

Hackett, Ark.—Hoffman Bros., Hartford, Ark., have purchased plant of Hackett City Smokeless Coal Co. and will sink new shaft.

Point Pleasant, W. Va.—Oak Forest Coal Co. Incorporated with \$50,000 capital stock by E. E. Thomas, C. C. Bowyer, J. S. Spencer and others.

Poteau, Okla.—McGregor Coal Co. Incorporated with \$15,000 capital stock by M. G. McGregor, I. P. Clark, Arthur Stout and others.

CONCRETE AND CEMENT PLANTS

Durant, Okla.—Durant Cement, Tile and Brick Factory will be established by Dame & Biffle; concrete-block building, 60x100 feet, will be erected and equipped at cost of \$25,000; product, concrete blocks, cement, tile and brick.

COTTON COMPRESSES AND GINS

Brandon, Miss.—Planters' Gin-Compress Co. will build cotton warehouse 125x200 feet, ginhouse 22x70 feet and seedhouse 25x100 feet; mill construction; automatic sprinklers, fire pump and hose; 50-lamp dynamo for lighting; contract awarded for four 70-saw gins, compress, boilers and engines for delivery July 1; buildings and machinery to cost \$25,000. Company acts as its own contractor. William H. Turcott, engineer in charge. (See "Machinery Wanted.")

Charlie, Texas.—Farmers' Gin Co., recently reported incorporated, will erect cotton gin of 50 bales daily capacity; three-stand gin; building to be 20x90 feet; cost of building \$1500; cost of machinery \$5000; president, A. H. Bevering; secretary, I. J. Timrey; may install grist mill in near future. (See "Flour, Grist and Meal Mills.")

Checotah, Okla.—Independent Cotton Gin Co. will erect cotton gin to cost \$8000.

Depew, Okla.—Farmers' Gin Co. Incorporated with \$5000 capital stock by L. O. Shanahan, Fred C. Knapp, R. P. Barker and others.

Duncan, Miss.—Merchants & Farmers' Gin Co. Incorporated with \$10,000 capital stock by N. Sachfeld, F. C. Bennett, Joe Fink, J. W. Lawler and others.

Kilmichael, Miss.—Kent & Oliver will erect cotton gin.

Marietta, Okla.—Robinson Gin Co. Incorporated with \$10,000 capital stock by J. E. Robinson, Marietta, E. P. Bonar and J. C. Whaley, Gainesville, Texas.

Mountain View, Okla.—Washita Union Gin & Grain Co. Incorporated with \$25,000 capital stock by S. Taylor, J. H. Mason, W. Peoples and others.

Purvis, Miss.—James Hand will rebuild sawmill and cotton gin recently burned.

COTTONSEED-OIL MILLS

Honea Path, S. C.—Honea Path Oil Mill, C. E. Harper, president, will double capacity of 20-ton cottonseed oil mill.

Port Arthur, Texas.—Port Arthur Export Co. organized with John W. Gates of Port Arthur, president, and Carl Elchenburg, Galveston, Texas, vice-president and general manager, to grind, sack and load cottonseed products.

ELECTRIC-LIGHT AND POWER PLANTS

Abbeville, Ala.—City voted \$12,000 bond issue for construction and maintenance of proposed electric-light plant; P. A. McDaniels, Mayor.

Amite City, La.—City contemplates rebuilding electric-light plant partially destroyed by tornado. Address The Mayor.

Baltimore, Md.—Consolidated Gas, Electric Light & Power Co., Lexington and Liberty streets, contemplates building additions to shops for new work and repairs.

Beaufort, S. C.—City contemplates installation of electric-light plant; C. C. Townsend, Intendant. (See "Municipal Buildings.")

Chattanooga, Tenn.—George Becking of Chattanooga has secured contract to erect \$8000 power-house at new Central Depot.

Dublin, Ga.—City will install larger pumps in light and water plant; E. D. White, Jr., clerk. (See "Water-works.")

Frankfort, Ky.—Prof. Paul Anderson of State University, Lexington, Ky., states that consulting engineer has not been appointed for power-plant installation at Capitol building. (Recently mentioned.)

Franklin, La.—W. A. Erwin contemplates installation of electric-light and ice plant. (See "Machinery Wanted.")

Jackson, Ga.—Central Georgia Power Co., Grand Building, Macon, Ga., has awarded contract to Lane Bros. of Richmond, Va., for construction of dam, power-house, etc., for water-power-electrical plant near Jackson; all engineering in charge of J. G. White & Co., 74 Exchange place, New York, as stated lately. Changes made in size of power-house and extent of machinery equipment will increase cost of development to \$2,500,000. (All other details stated recently.)

Lagrange, Ga.—City will expend \$12,000 to \$15,000 on improvements to municipal lighting plant; J. D. Edmundson, Mayor.

Laurel, Md.—City will vote May 21 on issuance of \$15,000 of bonds to construct electric-light system. Address The Mayor.

Navasota, Texas.—Navasota Light & Power Co. Incorporated with \$20,000 capital stock by R. A. Horlock, R. W. Horlock and E. A. Harris.

North Carolina.—J. G. White & Co., 74 Exchange place, New York, are making surveys relative to the feasibility of developing the water-power of Horsepasture creek in Western North Carolina. It is reported 50,000 horse-power is available; no further details can be stated now.

Oklahoma City, Okla.—Oklahoma City, El Reno & Shawnee Rapid Transit Railway Co., Charles A. Huber, Oklahoma City, president, will, it is reported, build five power plants; one or two power plants and car barn at Oklahoma City.

Roanoke, Va.—Roanoke Water Power Co., mentioned recently as perfecting plans to light streets and parks, has not decided definitely on all characteristics of equipment; will probably install steam turbine plant as auxiliary to water-power in order to dispose of all power as primary power; John S. Henderson, manager and engineer in charge.

Rogers, Ark.—City is considering purchase of electric-light plant and water-works; no definite action taken; Mayor, E. W. Homan.

San Angelo, Texas.—Angelo Power & Traction Co. Incorporated with \$50,000 capital stock by J. H. Ranson, J. A. Williams, W. D. Fuller, T. M. Vaughan and others.

Weatherford, Okla.—City contemplates voting \$20,000 of bonds to construct municipal electric-light plant and extend water system. Address The Mayor.

White Springs, Fla.—D. G. Zeigler & Co., Empire Building, Atlanta, Ga., state they are making surveys for development of 23,000 horse-power for transmission by electricity from water-power property located three miles from White Springs. Address Messrs. Zeigler & Co. at Atlanta or Jasper R. Walker at White Springs.

FLOUR, GRIST AND MEAL MILLS

Charlie, Texas.—Farmers' Gin Co., A. H. Bevering, president, now erecting cotton gin, contemplates establishment of grist mill. (See "Machinery Wanted.")

Kansas City, Mo.—Kornfalfa Milling Co., J. W. Anderson, manager, will establish mill to manufacture crushed food for stock from alfalfa, corn and oats.

Mountain View, Okla.—Business Men's Association plans to contract for flour mill and alfalfa mill.

Samuel, Postoffice Bluff City, Tenn.—G. C. Hays will erect roller-process mill.

Sayre, Okla.—Sayre Milling Co., recently reported incorporated (under "Miscellaneous Manufacturing Plants"), will continue manufacture of flour, feed and meal; president, E. E. Klein; secretary, C. D. Helmrich; progressing with construction of elevator, 50,000 bushels capacity.

FOUNDRY AND MACHINE PLANTS

Charlotte, N. C.—Machinery.—Buchanan Machine Co. incorporated with \$125,000 capital stock by W. F. Buchanan, B. L. Buchanan and H. E. Buchanan to deal in special machinery.

Dallas, Texas—Machinery.—Eubank Machinery Co. incorporated with \$20,000 capital stock by Charles Eubank, Olin Brooks and B. M. Thatcher.

Grafton, W. Va.—Die Machine.—Patent Holding & Manufacturing Co., John A. McCabe, president, will change name to American Mechanical Machine Co., increase capital stock to \$50,000 and manufacture patented machine to make dies.

Norfolk, Va.—Cramp Dry-Dock Co., J. A. C. Groner, engineer in charge, will establish complete shop for ship-repair plant to cost \$500,000. (See "Miscellaneous Enterprises" and "Machinery Wanted.")

GAS AND OIL DEVELOPMENTS

Bartlesville, Okla.—Fisher Oil Co. incorporated with \$12,000 capital stock by J. H. Markham, Jr., and A. F. McCaleb, Bartlesville, and C. M. Ball, Coffeyville, Kan.

Beaumont, Texas.—Bernard Oil Co. incorporated with \$5000 capital stock by J. W. Henderson, W. M. Carroll and G. B. Speed.

Chester, W. Va.—Chester Drilling Co. incorporated with \$5000 capital stock by Thos. A. Campbell, Peter Nofcian, Robert H. Grandstaff and others.

Lincoln County, W. Va.—Hanover Oil & Gas Co. incorporated with \$500,000 capital stock by George D. Prentice, W. F. Johnson, J. S. Willard and others, all of Pittsburgh, Pa.

Muskogee, Okla.—Advance Oil Co. incorporated with \$10,000 capital stock by Harry R. Denton, Muskogee, H. G. James and Alex. Calvert, Independence, Kan.

Nowata, Okla.—Rowe Oil & Gas Co. incorporated with \$25,000 capital stock by Fred S. Rowe, H. W. Reed, William Copp and others.

Oklmulgee, Okla.—M. B. L. Oil Co. incorporated with \$30,000 capital stock by J. H. Bradley and J. B. Ley, Okmulgee, and A. P. McBride, Independence, Kan.

Oklmulgee, Okla.—Pine Creek Oil Co. incorporated with \$20,000 capital stock by R. C. Winslow, John H. Ribold and W. C. Newmann.

Piedmont, W. Va.—Potomac Oil & Gas Co. increased capital stock from \$25,000 to \$50,000 and expects to drill additional wells; N. J. Crooks, president.

San Angelo, Texas.—Booker-Jones Oil Co. incorporated with \$15,000 capital stock by S. W. Booker, Fisher G. Jones and C. W. Weller.

Sapulpa, Okla.—Zazell Oil & Gas Co. incorporated by Louis Schmidt, Louisa K. Schmidt, O. M. Ireland and Daisy D. Ireland.

Sapulpa, Okla.—Lorraine Oil & Gas Co. incorporated with \$10,000 capital stock by L. A. Smith, E. L. Neff, S. J. Smith and others.

Sapulpa, Okla.—Mack Oil & Gas Co. incorporated with \$6000 capital stock by H. M. McFann, F. W. Turner, F. E. Adams and others.

Sapulpa, Okla.—Merry Widow Oil & Gas Co. incorporated by H. S. Lytle, W. D. Richardson, Virgil Hicks and others.

Tulsa, Okla.—Jolle Oil Co. incorporated with \$15,000 capital stock by E. F. Blaise, G. G. Gray and M. G. Fazel.

Tulsa, Okla.—Logan Oil Co. incorporated with \$10,000 capital stock by J. A. Friend, F. M. Rodolf, R. W. Kellough and others.

ICE AND COLD-STORAGE PLANTS

Americus, Ga.—Walter T. Maynard, J. E. Hightower and R. L. Maynard have purchased City Ice Co. plant recently mentioned; they propose to incorporate Crystal Ice Co., with Walter T. Maynard as manager; plant has daily capacity of 15 tons. (See "Machinery Wanted.")

Cheraw, S. C.—J. S. Hartzell interested in plan to establish ice plant. (See "Machinery Wanted.")

Franklin, La.—W. A. Erwin contem-

plates installation of ice and electric-light plant. (See "Machinery Wanted.")

Kansas City, Mo.—W. F. Lyons will erect ice factory; capacity 100 tons daily.

New Orleans, La.—Retailers' Ice & Cold-Storage Co., Ltd., awarded contract to James Geary, 513 Carondelet street for erection of buildings recently mentioned; buildings include frame structure for ice tank, brick boiler-house and a machinery building.

Petersburg, Va.—Southern Provision Storage & Packing Co. will install 15 to 25-ton refrigerator; Walter Brown, manager. (See "Canning and Packing Plants.")

Sanford, Fla.—John F. Harrison, president Fayetteville Ice & Manufacturing Co., Fayetteville, N. C., will erect ice plant; Fred Kaiser, constructing engineer.

Sentinel, Okla.—Thomas Milling Co. will erect cold-storage plant.

Velasco, Texas.—Sam H. Hudgins, A. McKinney and others will, it is reported, build ice plant and creamery.

Wheeling, W. Va.—John Wenzel Company will erect cold-storage addition to provision plant.

IRON AND STEEL PLANTS

Boyle, Ala.—Iron Furnace.—Birmingham Coal & Iron Co. will expend about \$100,000 for recently-mentioned improvements to No. 1 furnace; betterments to include 400 additional horse-power boiler capacity, condensing plant, blowing engine, repairs to lining in stoves and furnace, installation of system for handling raw material in stockhouse; expect to have furnace ready for operation again within four months, with monthly capacity of 4000 tons. None of the contracts have been awarded. C. A. Moffett, company's superintendent of machinery, 906 Brown-Marx Building, Birmingham, Ala., will be in charge of improvements.

Iron Gate, Va.—Iron Furnace.—Alleghany Ore & Iron Co. has blown out iron furnace for repairs; office address, West Street Building, 140 Cedar street, New York.

Spartanburg, S. C.—C. Flournoy is, it is reported, organizing a company to be capitalized at \$1,000,000 for developing iron mines and building iron and steel plant.

LUMBER-MANUFACTURING PLANTS

Asheville, N. C.—Carolina Hardwood Co. incorporated with \$15,000 capital stock by Richard P. Baer, Michael S. Baer and Louis M. Bourne.

Bladen County, N. C.—Lewis Goldstein, Philadelphia, Pa., has, it is reported, purchased from A. J. Bozarth, Garland, N. C., at \$25,000 1000 acres of timber land, several sawmills and shingle mill in Bladen county; will increase capacity of lumber plants and continue operations.

Brownsville, Texas.—Kirby Lumber Co. (main offices, Houston, Texas), previously mentioned to rebuild burned saw and planing mill at Brownsville, awarded contract to Berlin Machine Co., Beloit, Wis. (represented by Eugene A. Donnelly, main offices, New Orleans, La.), to supply machinery costing about \$15,000. Plant will have capacity of 150,000 feet daily.

Greenville, Ala.—Blue Springs Lumber Co. incorporated by W. W. Edison, J. S. Bolton and J. G. McKenzie.

Gulfport, Miss.—European Lumber Co. incorporated by George S. Dodds and William Ladnier of Gulfport, H. Lucht, New Orleans, La., and others.

Hancock, Md.—J. A. Breining & Son, Williamsport, Md., will build lumber and planing mill at Hancock.

Lonacoung, Md.—Lonacoung Construction Co., East Main street, will establish planing mill to manufacture rough and dressed lumber, lath, shingles, sash, doors, etc.; president, W. T. Sigler; general manager, W. J. Conley. (See "Machinery Wanted.")

Martinsburg, W. Va.—W. H. Heiston Milling Co. purchased milling plant near Martinsburg and awarded contract to C. A. Woldorf of Martinsburg for water-wheel equipment.

Memphis, Tenn.—York-Browning Lumber Co., 823 South Bellevue boulevard, recently reported incorporated, has purchased and will operate plant of Annesdale Lumber Manufacturing Co.; no machinery needed; C. L. Browning, manager.

Navasota, Texas.—J. Youens & Co. will establish sawmill and planer.

Newport News, Va.—Ball & Poarch Lumber Co. incorporated with \$150,000 capital stock; E. E. Ball, Mahoney City, Pa., president; Percy Poarch, Newport News, secretary and treasurer.

Purvis, Miss.—James Hand will rebuild sawmill recently burned. (See "Cotton Compresses and Gins.")

Shawnee, Okla.—McKee Bros. Lumber Co. incorporated with \$20,000 capital stock by J. E. McKee, A. T. McKee and R. W. Reed.

Velasco, Texas.—Sanford A. Woodruff and Bobo Woodruff will, it is reported, build sawmill at Clute; capacity, 10,000 feet daily; equipment to include 35-horse-power engine, 45-horse-power boiler, circular saw, etc.

Wheeling, W. Va.—Hood-Hayward Lumber Co. incorporated with \$150,000 capital stock by C. M. Hood, Glendale, W. Va.; G. E. Hayward, Marietta, Ohio; Geo. H. Sheetz, Bridgeport, Ohio, and others.

MINING

Baltimore, Md.—Gravel, etc.—Arundel Sand & Gravel Co. incorporated with \$150,000 capital stock to dredge sand and gravel; Frank A. Furst, 804-806 Fidelity Building, president; Collin McLean, vice-president; M. T. Horner, Ensor street and Ashland avenue, secretary.

Black Fox, Tenn.—Silex, Kaolin, etc.—Tennessee Refining Co. has completed installation of mining machinery; will operate silex mines; has acquired kaolin lands in James county and is negotiating for lease of mining lands near Summit; superintendent, A. E. Buzzo, Chicago, Ill.; W. E. Ragsdale, president; J. C. Gunter, secretary and treasurer; factory at Chattanooga, Tenn. (See "Miscellaneous Manufacturing Plants," Chattanooga, Tenn.)

Brookhaven, Miss.—Gravel.—Southern Gravel & Material Co., recently reported incorporated with \$200,000 capital stock (under New Orleans, La.), has purchased gravel beds about one and one-quarter miles long near Brookhaven, and will install plant capable of removing and washing 2000 yards of gravel per day; machinery will be electrically operated, steam plant of 300 horsepower operating dynamos; plans for buildings have been prepared and call for main structure of cement, 75 feet high; Richard Hanlon, president, and George W. Neal, manager, both of St. Louis, Mo.

Catawba, N. C.—Gold.—B. V. Hedrick, Spencer, N. C.; S. L. Griswold and H. A. Wurhm, both of New York city, will, it is reported, develop gold mines near Catawba and install machinery with capacity of 100 tons per day.

Faith, P. O. Salisbury, N. C.—Granite.—Albert Lee Pink Granite Co. (R. F. D. No. 3, Box 119, Salisbury, N. C.) is developing 54 acres pink granite and fine-grained white granite; has installed boiler, hoisting engine and steam drill, and will soon install compressor plant; product, granite for building contracts and monumental work; president, L. B. Eschbach; treasurer, A. L. Rosenberg; secretary, B. S. Goldman; general manager, F. H. Binder; office, 44 North 4th street, Philadelphia, Pa.

Greenville, S. C.—War Eagle Hydraulic Mining Co. incorporated with \$50,000 capital stock by E. W. Carpenter, F. L. Staisance, T. C. Stone and others.

Hot Springs, Ark.—Clay.—Hot Springs Clay Products Co. incorporated to develop clay lands; J. B. Henderson, manager. (See "Clayworking Plants.")

Joplin, Mo.—Lead and Zinc.—Orient Lead & Zinc Co. incorporated with \$200,000 capital stock by Frederick I. Green, George W. Roden and Harvey Davis.

Joplin, Mo.—Zinc.—Hanover Zinc Co. incorporated with \$100,000 capital stock by Bert W. Lyon, J. H. Spencer and B. B. Howard.

Joplin, Mo.—Water-Witch Mining Co. incorporated with \$50,000 capital stock by G. W. Coon, J. W. Maxwell and M. F. Gorman.

Joplin, Mo.—North Kimberly Mining Co. incorporated with \$40,000 capital stock by C. A. Garrett, W. A. Lageman, A. J. Elliott and others.

Joplin, Mo.—Merry Widow Mines Co. incorporated with \$100,000 capital stock by Leo Yunt, B. W. Lyon, A. J. Smith and others.

Littleton, W. Va.—Stone.—J. A. Connely is installing saw at stone quarries to cost about \$25,000.

Miami, Okla.—Moose Head Mining & Milling Co. incorporated with \$50,000 capital stock.

Middleboro, Ky.—Iron.—Chalybeate Spring Iron Ore Co. incorporated with \$25,000 capital stock by W. H. Finley, C. S. McManus and J. Gaines Moss.

Olga, Texas.—Stone.—Machinery is being installed preparatory to opening \$80,000 quarries at Olga, from which David M. Pitton, Rockport, Texas, will secure stone to be used in constructing \$40,000 jetties at Aransas Pass, for which he was previously reported

as having secured contract. Granite Mountain quarries are also being opened at cost of \$23,000, from which crest rocks weighing from five to eight tons each will be obtained.

Paris, Ky.—Lead.—Bluegrass Mining Co., developing lead mines on 1000 acres of land, will award contract in June for 100-ton separator, including 150-horse-power engine and other machinery; new equipment to be installed and in operation by September 1, and will provide facilities for handling 100 tons of ore per day. To facilitate transportation, A. F. Frendberg of Paris, engineer of Louisville & Nashville Railroad, has completed surveys for construction of spur, costing about \$6000, from railroad to separating plant, distance of three quarters of a mile, where freight cars will be loaded by means of elevators. Company has sunk shaft to depth of 135 feet and expended about \$25,000 for machinery and mining about 5000 tons of ore; C. I. Hollingsworth, general manager, and R. W. Beckett, superintendent.

Spartanburg, S. C.—Iron.—C. Flournoy is reported as organizing company to develop iron mines, etc. (See "Iron and Steel Plants.")

St. Louis, Mo.—Hercules Mining Co. incorporated with \$50,000 capital stock by John W. Harrison, Jesse French, J. A. Webb and others.

St. Louis, Mo.—Sand.—Stewart Silica Sand & Supply Co. incorporated with \$60,000 capital stock by Oliver Chiras, W. H. Lohmann, O. E. Budar and others.

Teer, N. C.—North State Mining Co. incorporated with \$250,000 capital stock by H. L. Whitman and E. E. Morrow of Teer, Thos. J. Stell, Johnstown, Pa., and J. H. Little, Pittsburgh, Pa.

MISCELLANEOUS CONSTRUCTION WORK

Austin, Texas—Dam.—Local Water and Light Commission has approved proposal to rebuild granite dam across Colorado river at Austin, and requests City Council to order special election to vote on proposed bond issue of \$300,000. It is estimated that dam will cost \$320,000, and power-house with machinery about \$125,000; W. G. Kirkpatrick, Jackson, Miss., engineer. (Previously mentioned.)

Brownsville, Texas—Canal.—Indiana Cooperative Canal Co. incorporated with \$25,000 capital stock by J. C. Phillips, Brownsville; E. F. Rowson, Houston, Texas, and E. C. Shireman, Martinsville, Ind.

El Reno, Okla.—Canal.—Blake & Blake contemplate construction of canal for irrigation and power purposes.

Hard Times, P. O. Newellton, La.—Helgen Bros., Vicksburg, Miss., have contract to build 300,000 yards of levee at Hard Times.

Harrisonburg, Va.—Lock and Dam.—Contract will be awarded July 13 for construction of lock and dam No. 2 in Ouachita river at Harrisonburg; Clarke S. Smith, Captain, Engineers, U. S. Engineer Office, Vicksburg, Miss. (See "Machinery Wanted.")

Houma, La.—Dredging.—First Drainage District has voted five-mill 10-year tax for dredging Bayou Terrebonne from Houma to Lafourche parish line. Address County Commissioners.

Jackson, Miss.—Heating Plant.—Institute for the Blind, Dr. W. S. Sims, superintendent, is having plans prepared by R. H. Hunt, James Building, Chattanooga, Tenn., for installation of \$4000 hot-water plant in main building; bids to be opened June 3. (See "Machinery Wanted.")

Memphis, Tenn.—Levee Work.—St. Francis Levee Board, W. B. Miller, Marked Tree, Ark., president, will expend about \$2,000,000 for levee construction. Mississippi River Commission, first and second districts, William D. Connor, Captain, Engineers, U. S. Engineer Office, Room 20, Custom-house, Memphis, Tenn., will open bids June 10 for construction of about 205,000 cubic yards levee work in Upper St. Francis levee district. (See "Machinery Wanted.")

New Orleans, La.—Levee Construction.—Orleans Levee Board will petition Legislature for authority to issue \$3,000,000 of bonds to complete levee system along city waterfront, which will give a front five feet above highest water; Frank M. Kerr, Chief State Engineer. (Levee construction referred to at various times.)

Petersburg, Va.—Dredging.—Atlantic Dredging Co., Philadelphia, Pa., is lowest bidder at \$32,900 to dredge harbor and channel of Appomattox river for U. S. Government; work includes dredging 80-foot channel 12 feet deep from Point of Rocks, seven and one-half miles from Petersburg, to dam for diversion of river, which is now being built.

Sabillasville, Md.—Heating Plant.—Contract for installation of heating plant for buildings at Maryland Tuberculosis Sanatorium awarded to E. S. Mobley & Bros., Frederick, Md.

Winston-Salem, N. C.—Racetrack.—Piedmont Park Co., Wm. N. Reynolds, president, is inviting bids for constructing racetrack; 32,000 yards earth moving. (See "Machinery Wanted.")

MISCELLANEOUS ENTERPRISES

Atlanta, Ga.—Printing.—Congregational Methodist Publishing House, Ralph Hunt, president, recently noted to erect building has not yet engaged architect; stockholders' meeting to be held July 1. As proposed, building will be fireproof, four stories, cost about \$50,000; for printing and publishing plant; electric lights; two freight and one passenger elevators; Edward Young Clarke, treasurer. (See "Machinery Wanted.")

Baltimore, Md.—Publishing.—Weekly Guide Publishing Co. incorporated by Emanuel E. Watkins, 418 Courtland street; Wm. H. Butler, 940 West Saratoga street, and others.

Baltimore, Md.—Amusement Park.—New Era Amusement and Agricultural Association organized by Oliver Mitchell, 630 Wyndhurst avenue; Merritt G. Rasin, 506 West Franklin street, and others to improve 150 acres of land at Academy Junction as amusement resort, to be known as New Era Park; main entrance to have tower 100 feet high and 60 feet in diameter, containing art gallery and dancing pavilion; dome to be used for wireless station by Government, and searchlight of 165,000 candle-power will be operated from it; electric lighting; hotel and various amusements are proposed.

Birmingham, Ala.—General Contracting.—Phoenix Construction Co., lately reported incorporated, will act as general contractor for buildings; J. H. Bell, president; J. E. Hollingsworth, vice-president and general manager; T. S. Abernathy, secretary-treasurer; offices at 7½ North 20th street.

Birmingham, Ala.—Chutes.—East Lake Chutes Co. incorporated with \$18,000 capital stock by R. D. Burnett, J. M. Bradley, F. Schielinger and others.

Bowling Green, Ky.—Hardware.—Warren County Hardware Co. incorporated with \$30,000 capital stock by W. B. Funk, J. B. Richardson and G. H. Skiles.

Bowling Green, Ky.—Publishing.—Bowling Green Messenger Publishing Co. incorporated with \$5500 capital stock by C. M. Coombs, H. B. Hines, W. B. Taylor and J. M. Robertson.

Charlotte, N. C.—Land Improvement.—Shaw Land Co. incorporated with \$25,000 capital stock by T. M. Shaw, W. C. White and J. W. Auten.

Charlotte, N. C.—Nursery.—Dingee & Conard Company, West Grove, Pa., will establish branch rose nursery at Colonial Heights, Charlotte, N. C.

Clarksdale, Miss.—Hay and Grain.—McDonald Hay & Grain Co. incorporated with \$10,000 capital stock by Wilson McDonald, Walter Templeton and others.

Decatur, Ark.—Fruit.—Holland-American Fruit Produce Co. incorporated with \$50,000 capital stock by G. Y. Bodenheimer, F. Bodenheimer, George Brusse and others.

El Campo, Texas—Fuel Oil and Lumber.—El Campo Fuel, Oil & Lumber Co. incorporated with \$6000 capital stock by Bernard Brown, Russell Stapp and S. F. Lemoine.

El Reno, Okla.—Grain Elevator.—Farmers' Elevator Co. has appropriated \$4000 for improvements, to include enlargement of elevator building, installation of engine, dump, three bins and additional feed mill; Charles Brandley, Route 1, president.

Enid, Okla.—Publishing.—Truth Publishing Co. incorporated by James B. Cullison, Jr., Adolphus B. Hugos and Blaine Acuff.

Galveston, Texas—Elevators.—Bowden & Worth, Box 19, Builders' Exchange, Galveston, have contract for construction of steel extension to Elevator B; will also rebuild steel conveyor to Elevator A.

Gulfport, Miss.—Naval Stores.—Central Naval Stores & Supply Co. incorporated with \$100,000 capital stock by G. F. Mason, J. W. Wade and others.

Jackson, Tenn.—Hardware.—Gooch-Edenton Hardware Co. incorporated with \$50,000 capital stock by G. R. Gooch, W. H. Edenton, W. W. Edenton and others.

Kansas City, Mo.—Construction.—Thomas McCarthy Construction Co. incorporated by Thomas McCarthy, Bruce Barnett and P. R. Stinson.

Kansas City, Mo.—Publishing.—H. F. Worth Printing Co. incorporated with \$25,000 capital stock by H. S. Worth, C. F. Fisher, K. I. Worth and others.

Nashville, Tenn.—Phillips-Trawick Com-

pany incorporated with \$100,000 capital stock by W. K. Phillips, Arch Trawick, Porter Phillips and others.

New Orleans, La.—Glassware.—United China & Glass Co. incorporated with \$115,000 capital stock; Joseph W. Moses, president and general manager; M. Levi, vice-president.

Norfolk, Va.—Laundry.—Marine Barracks laundry building, recently mentioned, will be one story, frame; about 30x60 feet; slate roof; concrete and wood floors; cost about \$2500; cost of machinery about \$3500. Address Col. F. L. Denny, Quartermaster's Department, U. S. Marine Corps, Washington, D. C. (See "Machinery Wanted.")

Norfolk, Va.—Ship-repair Plant.—Cram Dry-Dock Co. is preparing to establish proposed plant previously reported; will construct two marine railway dry-docks, two wharves, shops, and provide complete facilities for ship-repair plant up to 6000 tons. Bids are being invited on this work, also on filling, bulkheading, dredging, furnishing machinery and tools, etc.; plant to cost \$500,000; J. A. C. Groner is engineer in charge. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York. (See "Machinery Wanted.")

Oakman, Ala.—Land Development.—Elizabeth Land Co. incorporated by J. M. Phillips, C. R. Brown and L. A. Morgan.

Portsmouth, Va.—Land Development.—Standard Development Corporation incorporated with \$50,000 capital stock; T. H. Wilkins, president; E. H. Claud, vice-president; Winston Parrish, secretary and treasurer.

Richmond, Va.—Amusement Company.—Kahn Amusement Co. incorporated with \$5000 capital stock; F. H. Kahn, president; E. B. Ullman, vice-president; Joseph Kahn, secretary and treasurer.

Richwood, W. Va.—Tannery.—W. F. Mercer Company is making improvements to plant, increasing daily capacity from 500 to about 600 hides.

Salem, Va.—Laundry.—Salem Steam Laundry incorporated with \$10,000 capital stock; N. B. Gray, president; J. S. Wells, vice-president; J. J. Anderson, secretary and treasurer. (Previously mentioned.)

San Antonio, Texas—Suburban Development.—George F. Blesse has purchased Lakeview Addition and adjoining tracts, containing about 364 acres, and will make improvements, including construction of water-works system; water to be secured from artesian and sulphur wells; macadamizing of streets; laying cement walks, etc.

San Antonio, Texas—Hardware.—Bond-George Hardware Co. incorporated with \$35,000 capital stock by J. H. Bond, T. E. George and Joe Faris.

St. Louis, Mo.—Electric Company.—General Electric Inspection Co. incorporated with \$50,000 capital stock by Oscar F. Sparte, James K. Gregg and Jesse W. Bassett.

Wakita, Okla.—Grain and Coal.—Wakita Grain & Coal Co. incorporated with \$5000 capital stock by L. D. Jones, J. S. Strasbaugh, S. C. Hardin and others.

Washington, D. C.—Publishing.—J. J. Faber Co. incorporated with \$10,000 capital stock by J. J. Faber, J. D. Faber, E. M. Hunt and others.

West Tampa, P. O. Tampa, Fla.—Park.—City has voted issuance of \$30,000 for 40-acre public park. Address The Mayor.

Wheeling, W. Va.—Crematory.—City will issue \$35,000 of bonds for building crematory; C. B. Cooke, City Engineer. (See "Water-works.")

Woodville, Miss.—Publishing.—Woodville Democratic Publishing Co. incorporated by D. C. Bramlett, W. J. Miller, Jake Davidson and A. H. Jones.

MISCELLANEOUS MANUFACTURING PLANTS

Atlanta, Ga.—Roofing.—Petrous Fireproof Roofing Co. incorporated with \$50,000 capital stock by D. G. Ziegler, W. L. Bishop and J. S. Owens.

Alva, Okla.—Gypsum Mill.—Roman Nose Gypsum Co., Blackford, Okla., contemplates establishment of gypsum mill.

Atlanta, Ga.—Vacuum Street Sweepers.—Automatic Vacuum Street Sweeper Co. lately reported incorporated, will manufacture automatic vacuum sweeper for streets; details of plant, etc., not determined; Fred A. Bishop, president; John R. Jones, general manager; company's address, Box 518. (See "Machinery Wanted.")

Baltimore, Md.—Toy Manufacturing.—Calverton Toy Manufacturing Co. incorporated with \$30,000 capital stock by H. Clay Suter, Claremont House, Catonsville; Charles H. Kunkel, Hotel Condon; Charles E. P. Brewer, Kunkel, Hotel Condon; Charles E. P. Brewer,

Calverton road and Union Stock Yards, and others.

Baltimore, Md.—Glue.—Baltimore Glue Co. incorporated by Walter E. Kriel, 2824 Pennsylvania avenue; Wm. F. Pirscher, Frank D. Noel and others.

Bedford City, Va.—Can Factory.—Bedford Can Co. is name of company recently noted to be organized by C. W. Gills and others to establish factory for cans for packers; capacity 50,000 daily; will erect frame building, two stories, 50x80 feet. (See "Machinery Wanted.")

Beebe, Ark.—Tannery.—Beebe Tanning Co. will build tannery recently burned; plans for building not fully made; cost \$1000; cost of machinery \$500; daily capacity 1000 square feet lace leather; manager, Dr. H. J. Patterson. (See "Machinery Wanted.")

Birmingham, Ala.—Bottling Works.—Jesse Cream Co. of Alabama incorporated with \$10,000 capital stock by Abraham Wise, president; Joseph M. Anderson, vice-president, and Charles H. Frank, secretary, treasurer and general manager.

Birmingham, Ala.—Powder.—Jefferson Powder Co. has increased capital stock from \$50,000 to \$100,000.

Burkeville, Va.—Creamery.—Burkeville Cooperative Creamery Association organized with T. O. Sandy, president; G. C. Campbell, vice-president; Col. T. G. Wood, secretary and treasurer.

Chandler, Okla.—Scales.—Standard Wagon Scales Computing Co. incorporated by S. M. Boling, A. A. Mascho and H. M. Johnson.

Charleston, W. Va.—Tramways.—Aerial Tramway Co. incorporated with \$1,000,000 capital stock by C. C. Watts and Strange Davis, Charleston, Harry Frazier, Lewisburg, W. Va., and others.

Chattanooga, Tenn.—Silex and Tripoli.—Tennessee Refining Co. has completed proposed factory on East Main street for manufacture of silex and tripoli; will refine silex, tripoli, kaolin and balspar; is now placing motors and machinery; will install mills from Abbe Engineering Co., 220 Broadway, New York; mines at Black Fox. (See "Mining." Black Fox.)

Chattanooga, Tenn.—Air Ships.—American Air Ship Co. will be incorporated to establish plant for manufacture of air ships; president, Geo. Mattice; general manager, S. Hemstreet; will erect wooden building 60x40 feet; machinery ordered; office, 1270 Market street; plant, 32-31 East Main street; Mr. Hemstreet, inventor of air ships.

Cumberland, Md.—Gloves.—Cumberland Glove Works incorporated with \$15,000 capital stock by Conrad Schumacker, Frances Schumacker, John P. Schellhaus and others.

Elizabethtown, Ky.—Creamery.—Hardin County Dairy Association will be incorporated with \$5000 capital stock.

Fredericksburg, Va.—Shoes.—Green Bros. Shoe Corporation incorporated with \$100,000 capital stock; Charles J. Green, president and treasurer; F. L. W. Green, secretary.

Hapeville, Ga.—Fertilizer Plant.—Germofert Manufacturing Co., Charleston, S. C., purchased 20 acres of land at \$18,000 near Hapeville on which to establish fertilizer factory, investing about \$200,000.

Havre de Grace, Md.—Electrical Supplies.—Baseler, Lawrence & Heineken, Philadelphia, Pa., recently mentioned to establish plant in Havre de Grace for manufacturing electrical switchboards, fixtures and supplies, awarded contract to Enoch M. Smith of Havre de Grace to erect two one-story frame buildings; main structure, 50x100 feet; warehouse, 16x26 feet; cost about \$4000.

Henderson, Ky.—Distillery.—Kentucky Distilling & Distributing Co. incorporated with \$10,000 capital stock by Charles Helman of Henderson, W. A. Ridley and J. F. Farnsworth, Mt. Carmel, Ill.

Hickory, N. C.—Fire-escapes.—Safety Fire-Escape Co. incorporated with \$5000 capital stock by C. T. Morrison, J. W. Blackwelder and M. H. Yount.

Houston, Texas—Chewing-gum.—Texas Gum Co. incorporated with \$40,000 capital stock by W. E. Richards, Albert A. Austin and Ned Gill.

Jacksonville, Fla.—Distillery.—Sigo Myers, Savannah, Ga., is perfecting plans to establish blending, rectifying and bottling plant in Jacksonville; capacity, 50,000 barrels annually; has leased warehouse for storage purposes and three-story brick building having about 20,000 square feet of floor space, in which machinery, to be furnished by Ansonia (Conn.) Copper and Iron Works, will be installed.

Kansas City, Mo.—Oil and Gas Burners.—Liquid Fuel Stone & Furnace Co. incorporated with \$250,000 capital stock by G. C. Helmick, W. D. Shedd, H. G. Price and others.

Wheeling, W. Va.—Gas Works.—City has voted \$110,000 of bonds for gas works; C. B. Cooke, City Engineer. (See "Water-works.")

Wheeling, W. Va.—Alcohol Manufacturing.—Carl von Hartzell, 1204 McCollum street, contemplates establishing plant in Wheeling to manufacture alcohol with natural gas.

Velasco, Texas—Creamery.—Sam H. Hudgins, A. McKinney and others will, it is reported, build creamery and ice plant.

Kansas City, Mo.—Auto Jacks.—Auto Jack Manufacturing Co. incorporated with \$15,000 capital stock by W. S. Childress, T. T. Ashmore, G. A. Remley and others.

Kansas City, Mo.—Loose-leaf Books.—Irving-Pitt Manufacturing Co. will erect addition to be equipped for manufacturing loose-leaf books; building to be 100x82 feet; three stories and basement; cost \$40,000.

Lynchburg, Va.—Overalls.—Norfolk & Western Manufacturing Co., Watson L. Moorman, owner, will erect building; five and one-half stories, 100x40 feet; cost \$10,000; capacity of plant, 75 dozen pairs.

Macon, Ga.—Disinfectant.—Hindoo Spray Co. incorporated with \$5000 capital stock by F. B. Stubbs, S. E. Bayne, M. A. Chapman and others.

Martinsburg, W. Va.—Rendering Plant.—Spalding Bros. will build rendering plant lately mentioned; two structures, 40x60 and 20x30 feet; architect in charge, Jos. Artz. (See "Machinery Wanted.")

Memphis, Tenn.—Bakery.—M. Moskovitz, recently noted to have awarded contract for erection of addition to bakery, will install elevator and boiler. (See "Machinery Wanted.")

Monroeville, Ala.—Churn Dasher.—Forbes Churn Dasher Co. incorporated with \$10,000 capital stock by J. L. Forbes, C. L. Hybart and L. W. Hare.

Nashville, Tenn.—Paper Boxes.—United States Paper Box Co. incorporated with \$25,000 capital stock by R. H. Fitzgerald, Chauncey C. Foster, John H. Dewitt and others; has secured building with about 12,000 feet of floor space; will remodel and equip with machinery to manufacture paper boxes, making specialty of patented folding suit box; Mr. Fitzgerald, manager; offices at 21 Fourth avenue North.

Nashville, Tenn.—Guano.—Victor Guano Co. incorporated with \$5000 capital stock by A. C. Read, W. D. Tharlin, John A. Bell and others.

Oklahoma City, Okla.—Trucks.—Standard Improved Truck Co. incorporated with \$20,000 capital stock by A. J. McMahan, Oklahoma City; J. A. Brown and C. E. Brown, Chicago, Ill.

Oklahoma City, Okla.—Manufacturing.—Walking Wheel Co. incorporated with \$10,000 capital stock by A. J. McMahan, Oklahoma City; W. L. Martin and S. M. Bower, Chicago, Ill.

Purvis, Miss.—Turpentine.—McLeod & Co. will rebuild turpentine plant recently burned. (See "Miscellaneous Structures.")

Richmond, Va.—Plumbing and Tinning.—B. A. Berger Manufacturing Co. incorporated with \$50,000 capital stock; B. A. Berger, president; H. N. Francis, vice-president; J. T. Estes, secretary and treasurer.

Tampa, Fla.—Cigar Factory.—M. Stachberg & Co. awarded contract to Levick & Mohley of Tampa at \$37,500 to erect cigar factory.

Tampa, Fla.—Cigars.—Gonzalez, Fisher & Co. are having plans prepared by Miller & Kennard, American National Bank Building, Tampa, for cigar factory; frontage, 50 feet; elevators; will replace plant previously reported.

Union, W. Va.—Gas Plant.—Old Sweet Springs Co. will install gas plant, construct sewer system and make other improvements at resort, expending about \$20,000; engineering in charge of Charles P. Lewis, County Surveyor.

Warsaw, Ky.—Creamery.—Warsaw Creamery Association incorporated with \$6500 capital stock by William Dugan, Mike Klaren, Alva Rea and others.

Washington, D. C.—Electrical Supplies.—Ideal Electric & Manufacturing Co. (main office in Mansfield, Ohio) contemplates establishing repair plant in Washington, and has located its Southeastern district offices in Merchants and Mechanics' Bank Building, 7th and G streets N. W., Washington, in charge of W. Godfrey Boyd, Jr.

Wheeling, W. Va.—Plumbing.—Kiel Bros. Plumbing & Heating Co. incorporated with \$35,000 capital stock by H. J. Kell, Bertha Mader, C. E. Norris, I. R. Kell and H. L. Arbus.

Wheeling, W. Va.—Gas Works.—City has voted \$110,000 of bonds for gas works; C. B. Cooke, City Engineer. (See "Water-works.")

Wheeling, W. Va.—Alcohol Manufacturing.—Carl von Hartzell, 1204 McCollum street, contemplates establishing plant in Wheeling to manufacture alcohol with natural gas.

Velasco, Texas—Creamery.—Sam H. Hudgins, A. McKinney and others will, it is reported, build creamery and ice plant.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Benton, Ark.—St. Louis, Iron Mountain & Southern Railway, Jas. W. Way, consulting engineer, St. Louis, Mo., will erect 100,000-gallon water tank, doubling its watering facilities.

Childress, Texas.—Fort Worth & Denver City Railway, H. A. Gausewitz, superintendent, Childress, will rebuild burned machine, blacksmith and boiler shops; loss \$200,000.

Meridian, Miss.—Alabama & Vicksburg Railway's recently completed freight terminals include structures as follows: Inbound freight depot 50x602 feet, with marquee 11 feet wide; outbound freight depot 30x552 feet and marquee 11 feet wide; buildings on concrete foundations; brick, iron and steel construction and Klinear rolling doors; office portion two stories high, 50x180 feet, with fireproof record-room. New Orleans & Northeastern Railway's roundhouse will have 32 stalls, of which the concrete foundations for 24 stalls, with necessary drop pits, are completed; superstructure will have brick walls and iron columns; arrangements call for testing-room, etc.; Jas. C. Haugh, resident engineer, New Orleans & Northeastern Railroad Co.; offices at New Orleans, La.

ROAD AND STREET IMPROVEMENTS

Alexandria, La.—City will pave 10th street (12 blocks) with vitrified brick; bids are asked; W. B. Turner, Mayor.

Atlanta, Ga.—City contemplates repaving Decatur street with bitulithic, as stated lately; work to be done in conjunction with Board of County Commissioners, who own plant and will provide labor; city will furnish material. Contracts will be awarded June 1 for repaving Forsyth and Alabama streets with creosoted wooden blocks, about 3200 square yards; W. J. Campbell, City Clerk; R. M. Clayton, City Engineer. (See "Machinery Wanted.")

Baltimore, Md.—City will grade, curb, gutter and pave with vitrified brick, sheet asphalt, asphalt blocks or bitulithic 30th street from Charles to St. Paul streets; bids will be opened May 27; J. Sewell Thomas, City Register; James H. Smith, president Commissioners for Opening Streets, Hoen Building. (See "Machinery Wanted.")

Beltsville, Md.—Fisher, Riley & Carozza, 613 American Building, Baltimore, have contract for improvements to about three and one-quarter miles of road between Beltsville and Hyattsville; total contract price about \$35,000; W. W. Crosby, chief engineer, Maryland Geological Survey, Baltimore, Md.

Brownsville, Tenn.—City contemplates issuance of \$30,000 of bonds for street improvements; to macadamize and gravel streets; John O. Bonner, Mayor.

Clarksburg, Md.—John G. Mount, Damascus, Md., has contract to grade and macadamize about two miles of road between Clarksburg and Boyds, Md.; Robert G. Hilton, clerk County Commissioners. (Mentioned in April.)

Clarksburg, W. Va.—City contemplates street improvements to cost \$20,000; plans not matured; W. H. Cole, Clerk.

Decatur, Ala.—Morgan county will advertise for bids for building of proposed county roads as soon as bonds recently noted issued have been sold; bond issue, \$200,000. Judge W. E. Skeggs, Decatur, may be addressed.

Dublin, Ga.—City will pave streets; E. D. white, Jr., Clerk. (See "Water-works.")

Fulton, Ky.—City contemplates issuance of \$20,000 of bonds for street building in November; some streets will be graded during summer; U. S. Shacklett, Mayor.

Greeneville, Miss.—Washington county will vote May 26 on issuance of \$100,000 bonds for improving public roads and building bridges. Address County Commissioners.

Greenwood, S. C.—City has voted \$50,000 of bonds for paving square with vitrified brick, improving adjacent streets and fire department; plans prepared by Wilson, Sompayrac & Urquhardt, Columbia, S. C. (Recently mentioned.)

Houston, Texas.—City awarded contract to E. N. Drouet, Houston, for constructing three miles of pavement on Telephone road; dredged mudshell will be used.

Jackson, Tenn.—City is planning to construct concrete pavement additional to that recently noted contracted for; Atwell Thompson, City Engineer. Madison county also will complete extension of graveled roads when \$200,000 of bonds available for that purpose have been sold.

Knoxville, Tenn.—City invites bids for paving work in improvement districts from 19 to

29, inclusive; C. C. Nelson, Recorder. (See "Machinery Wanted.")

Memphis, Tenn.—City will expend about \$750,000 this year in street paving previously noted and contemplated additional work; Jas. H. Malone, Mayor.

Memphis, Tenn.—City Council has been petitioned to appropriate \$15,000 for improving Graydon avenue; contracts for paving on nine different streets awarded to H. W. Brennan of Memphis at total bid of \$25,352.30; J. H. Weatherford, City Engineer.

Nashville, Tenn.—City will construct suburban streets, for which work contemplated issue of \$125,000 of bonds was recently noted; Jas. S. Brown, Mayor.

Norman, Okla.—City will construct prosed street paving; about five miles paving, 30 to 70 feet wide, asphalt or brick; bids will be advertised; John E. Miller, Mayor.

Paducah, Ky.—Board of Public Works has recommended that Southern Bitulithic Co., Nashville, Tenn., be awarded contract at \$25,524 for laying 10,320 square yards of bitulithic street paving on Broadway and Jefferson street and H. M. Weikle of Paducah at \$26,945.24 for limestone curbing (redressed and reset), 1930 linear feet; granite curbling (new), 2300 linear feet; granitoid gutter, 4600 linear feet; granitoid sidewalks, 33,530 square feet. All bids for graveling of Clark street have been rejected. (Recently mentioned.)

Rogers, Ark.—City will construct concrete sidewalks. Address The Mayor.

Rome, Ga.—City will let contracts for street paving upon completion of sewer system now under construction; amount of bonds issued for the work, \$150,000; T. W. Lipscomb, Mayor.

Selma, Ala.—City will advertise for bids on paving of Water street; V. B. Atkins, Mayor. (Recently noted.)

Selma, Ala.—City will pave Water street with brick and curb same with granite, and pave Broad street with asphalt and brick and curb same with artificial combined curb and gutter; contract will be let June 22; Julian Smith, City Engineer. (See "Machinery Wanted.")

Tyler, Texas.—City will pave streets to amount of \$10,000, for which bond issue was noted in April; it is contemplated to complete work by July 1; John H. Bonner, Mayor.

Vicksburg, Miss.—City will receive sealed proposals until June 1 for sewerage and paving Mulberry street from Grove to Depot street; Clay street from Washington to First North street, and South street from Washington to Locust; vitrified brick, bitulithic and asphalt paving; P. M. Harding, acting Mayor. (See "Machinery Wanted.")

West Point, Miss.—Clay county will expend \$25,000 in construction of roads; B. Y. Rhodes, Mayor, West Point. (Contemplated bond issue noted in April.)

West Tampa, P. O. Tampa, Fla.—City will issue \$100,000 of bonds for paving streets. Address The Mayor.

Wheeling, W. Va.—City will improve streets; bond issue of \$175,000 has been voted; C. B. Cooke, City Engineer. (See "Water-Works.")

Wytheville, Va.—Wythe county will grade and macadamize road near Wytheville; bids will be opened June 1. James H. McGavock, chairman of Supervisors. (See "Machinery Wanted.")

SEWER CONSTRUCTION

Baltimore, Md.—E. J. O'Connell, 158 Adams street, Boston, Mass., is correct name and address of contractor lately mentioned as receiving award at \$187,052 for construction of interceptor sewer.

Cartersville, Ga.—City contemplates installation of sewerage system; Mayor, J. M. Moon.

Durant, Okla.—City awarded contract to Stokes & Stokes, Oklahoma City, Okla., at \$13,675.75 for construction of sanitary sewers. (Recently mentioned.)

Durant, Okla.—Derr & Early of Durant are lowest bidders at \$13,400 for construction of about four miles of sanitary sewers; D. B. Merry, engineer in charge.

E. Reno, Okla.—Connelly Construction Co. is proceeding with its contract for sewer construction; to include 4500 feet 15-inch cement sewer pipe for storm sewer.

Fort Worth, Texas.—City contemplates constructing sewerage system in North Fort Worth. Address Mayor Grant.

Joplin, Mo.—C. F. Schilling, St. Louis, Mo., has contract at \$9016 to construct three main outlet sewers.

Longview, Texas.—Citizens are organizing sewerage company with capital of \$25,000;

contemplate beginning work on construction of sewers within two or three months; G. A. Bodenham, Mayor.

Louisville, Ky.—City will receive sealed proposals until May 27 for construction of Cave Hill Cemetery sewer and drain recently mentioned; contract No. 7 of comprehensive system of sewerage. (See "Machinery Wanted.")

Moultrie, Ga.—City will vote again June 16 on \$45,000 bond issue to complete sewer system, etc., recently mentioned. (See "Water-works.")

Ponca, Okla.—City voted \$20,000 of bonds for construction of sewerage system; bids received until May 18; Burns & McDonnell, Kansas City, Mo., to superintend work; Jas. H. Hutchison, Mayor.

Rockingham, N. C.—City will install sewerage system. Address The Mayor.

Rogers, Ark.—City is contemplating sewer construction; E. W. Homan, Mayor.

Rome, Ga.—City is progressing with construction of new sewerage system preparatory to paving streets next fall; T. W. Lipscomb, Mayor.

Union, W. Va.—Old Sweet Springs Co. will make improvements at resort, expending about \$20,000, including construction of sewer system and installation of gas plant; Chas. P. Lewis, County Surveyor, in charge of engineering.

Vicksburg, Miss.—City will receive sealed proposals until June 1 for paving and sewerage Mulberry street from Grove to Depot street; Clay street from Washington to First North street, and South street from Washington to Locust; P. M. Harding, acting Mayor; sewer construction recently mentioned. (See "Machinery Wanted.")

West Tampa, P. O. Tampa, Fla.—City has voted issuance of \$20,000 of bonds for construction of sewers. Address The Mayor.

Winston, N. C.—City invites proposals for about two miles sanitary sewers; City Engineer, J. N. Ambler. (See "Machinery Wanted.")

TELEPHONE SYSTEMS

Adair, Okla.—Adair Telephone Co. Incorporated with \$5000 capital stock by A. W. Herron, S. P. Ferguson and R. E. Delozier.

Chaney, Okla.—Chaney Mutual Telephone Co. Incorporated with \$6000 capital stock by J. W. Fiegle, W. S. Wood, M. A. Griffith and J. L. Leist.

Hewitt, Okla.—Hewitt Rural Telephone Co. Incorporated by A. B. Davis and Chas. J. Gill of Hewitt, P. R. Davis, Headton, Okla.; S. G. Ganaway, Wheeler, Okla., and T. J. Pollack, Sneed, Okla.

Humphrey, Ark.—Humphrey Telephone Co. Incorporated with \$10,000 capital stock; J. T. Stokes, president; C. M. Anthony, vice-president; Mr. Sachs, secretary; J. F. Quarterman, treasurer.

Lecompte, La.—C. C. Rougeout has franchise for telephone system.

Leda, Va.—Leda Telephone Co. Incorporated with \$10,000 capital stock; E. O. Hubbard of Leda, president; R. L. Coleman, vice-president, Riceville, Va.; W. T. Shotwell, secretary and treasurer Cody, Va.

Paintsville, W. Va.—Southern Bell Telephone & Telegraph Co. (main offices, Atlanta, Ga.) will extend telephone system from Paintsville to Saylersville, W. Va.

Stanford, Ky.—Farmers' Telephone Co. Incorporated by A. K. Caldwell, M. F. Campbell, Tipton Sims and others.

Tarboro, N. C.—Carolina Telephone & Telegraph Co. has increased capital stock from \$250,000 to \$300,000.

Three Springs (not a postoffice), Va.—Three Springs Telephone Co. Incorporated with \$5000 capital stock; W. K. Shankle, president; J. P. Rumley, vice-president; F. P. Shankle, treasurer, all of Bristol, Va. Tenn.

TEXTILE MILLS

Alexander City, Ala.—Hosiery.—A. R. Robinson and others are forming company to build mill for knitting hosiery; machinery has not been purchased. (See "Machinery Wanted.")

Brunswick, Ga.—Hosiery.—Brunswick Knitting and Manufacturing Co. organized with capital stock of \$20,000 to establish hosiery mill; machinery has been purchased; J. E. Moody, manager.

Charlotte, N. C.—Finishing Plant.—Highland Park Manufacturing Co., cotton manufacturer, plans to build an addition and make other improvements to its finishing plant.

Fredericksburg, Va.—Woolen Goods.—Washington Woolen Mills Co. Incorporated with capital stock of \$100,000; John C. Mel-

ville, president; W. H. Duvall, treasurer, and Morris Podoll, general manager.

Wendell, N. C.—Cotton Yarns.—R. B. Whitley will build cotton mill, as previously reported; has begun construction of engine and boiler room and 50x300-foot mill building, and will install 300 spindles for manufacturing hosiery yarns; 150-horse-power boiler and 100-horse-power engine for power plant; power and yarn machinery has not been purchased. (See "Machinery Wanted.")

WATER-WORKS

Atlanta, Ga.—Water Board awarded contract to Scott Bros. at \$19,500 for building reservoir and to Griffin Construction Co. at \$29,330 for building pumphouse, foundations, etc., at Hemphill pumping station No. 2; both contractors of Atlanta; Park Woodward, general manager Atlanta water-works. (Recently mentioned.)

Baltimore, Md.—City will construct high-service reservoir and diversion sewer in connection. Bids will be opened June 10; Alfred M. Quirk, Water Engineer. (See "Machinery Wanted.")

Beaufort, S. C.—City will vote on bond issue to purchase present water plant or erect new plant; C. C. Townsend, Intendant. (See "Municipal Buildings.")

Belton, S. C.—City has voted \$12,500 bond issue for construction of proposed water-works. Address The Mayor.

Brunswick, Md.—City will vote on issuance of \$15,000 of bonds for construction of water-works; system will consist of 80,000-gallon tank, 6867 feet of eight-inch pipe, 540 feet of six-inch pipe, 2246 feet of four-inch pipe, 26 fireplugs, artesian well, engines and pumps; tank will be located on elevation of 264 feet and will give pressure of 108 pounds per inch, throwing stream 100 feet high from fireplug.

Chattanooga, Okla.—City has voted \$25,000 bond issue for water-works; to include laying about four miles of four or six-inch mains. Address Mayor Reed Davis. (Recently mentioned.)

Chattanooga, Tenn.—J. H. Allison is promoting organization of stock company, it is reported, to install water-works at Missionary Ridge, near Chattanooga; water to be pumped from Bennett Spring, on east slope of ridge, to standpipe on top; cost \$6000 to \$8000. It is also reported City Water Co. has submitted plan to residents of Missionary Ridge to furnish water by laying eight-inch main on top of ridge from Sherman Heights to property near East Lake, total distance of five miles; approximate cost \$15,000, including necessary fire plugs.

Clarksburg, W. Va.—City contemplates improvements to water-works at cost of \$18,000; plans not matured; W. H. Cole, Clerk.

Dallas, Texas.—City will award contract June 1 for erection of pumping station mentioned in March; engine room, 100x30 feet; boiler-room, 40x70 feet; 10,000,000 gallon pumping engine purchased at \$64,500 will be installed in basement; plans by C. A. Gill & Son of Dallas; J. B. Winslett, City Secretary. (See "Machinery Wanted.")

Decatur, Texas.—City's proposed steel water tower will have a capacity of 60,000 gallons and cost about \$4000; J. P. Hayter, Mayor.

Dublin, Ga.—City will soon commence proposed improvements, for which \$65,000 of bonds were issued; to include extension of water main, sewer, installation of Gamewell fire-alarm, school building, street paving and larger pumps for light and water plant; E. D. White, Jr., Clerk.

Eatonont, Ga.—City has awarded contract to Walton & Wagner for proposed water-works improvements lately noted; to include concrete dam at station, intake well for auxiliary supply, concrete-lined sedimentation basin of 170,000 gallons capacity. For the present, address contractors at Eatontown.

Edmond, Okla.—City will construct system of water-works, for which bond issue was noted in April; plans by O'Neill Engineering Co., Dallas, Texas; bids to be opened June 15. (See "Machinery Wanted.")

Ennis, Texas.—City contemplates issuance of \$40,000 or \$50,000 of bonds for installation of new water system; T. H. Collier, Mayor.

Gadsden, Ala.—James Nisbet Hazlehurst, Atlanta, Ga., is preparing plans for water-works at Gadsden, consisting of pumping plant, coagulating basin, filters, etc.; estimated cost \$100,000. (Gadsden Water Works Co. recently reported to expend between \$75,000 and \$100,000 in improving and extending water-works.)

Moultrie, Ga.—City will hold second election June 16 for voting on \$45,000 bond issue to extend water-works, complete sewer sys-

tem and provide fire protection. Address The Mayor. (Recently mentioned.)

Neosho, Mo.—Bids will be opened June 6 for construction of reservoir and pipe system at U. S. Fisheries Station at Neosho; George M. Bowers, Commissioner of Fisheries, Department of Commerce and Labor, Washington, D. C.

Palestine, Texas.—M. R. Brooks and Thos. Cronin are preparing plans and specifications for reconstruction of water-works destroyed by storm; \$16,000 receiver's certificates have been issued; construction work on dam to commence soon.

Ponca, Okla.—City voted \$12,500 of bonds for extension of water-works; bids received until May 18; Burns & McDonnell, Kansas City, Mo., to superintend work; Jas. Hutchinson, Mayor.

Rogers, Ark.—City is considering purchase of water-works and electric-light plant. (See "Electric Light and Power Plants.")

St. Louis, Mo.—Water department has awarded following contracts: Helne Safety Boiler Co. at \$26,488 for reconstruction of boiler-house, Bissell's Point, pumping station No. 2; United States Pipe Co. at \$102,960 for water-pipe and at \$17,400 for specials; Roe Foundry & Manufacturing Co. at \$8769 for stop valves; American Foundry & Manufacturing Co. at \$23,912 for fire plugs; City Construction Co. at \$17,693, laying pipes south district; Fruin-Colon Company at \$24,316, laying pipes north district; all of St. Louis.

Weatherford, Okla.—City proposes to vote on issue of \$20,000 of bonds to extend water system and construct municipal-electric-light plant. Address The Mayor. (See "Electric Light and Power Plants.")

West Tampa, P. O. Tampa, Fla.—City will issue \$40,000 of bonds for extension of water-works system. Address The Mayor.

Wheeling, W. Va.—City has voted \$695,000 of bonds for municipal improvements, apportioned as follows: \$350,000 for water-works betterments; \$110,000 for gas works; \$175,000 for street improvements; \$25,000 for Market-street bridge; \$35,000 for new crematory; C. B. Cooke, City Engineer. (Previously mentioned.)

WOODWORKING PLANTS

Baltimore, Md.—Kunkel Wagon Co., John N. Kunkel, president, 31-37 East Lee street, awarded contract to Eugene D. Springer, 424 South Charles street, Baltimore, for erection of additional story to factory; 90x90 feet; cost about \$4000.

Camden, Ark.—Sash, Doors and Blinds.—Camden Mill Co. will increase capital stock from \$50,000 to \$100,000 and build factory to manufacture sash, doors and blinds.

Clarksburg, W. Va.—Boxes.—Federal Carbon Co. has purchased and will enlarge plant of Colonial Char Co.; will manufacture boxes for shipping carbon.

Franklin, La.—Boxes and Crates.—W. A. Erwin will erect 30x60-foot frame building and install machinery for manufacturing boxes and crates; bids open August 1; machinery has not been purchased. (See "Machinery Wanted.")

Hartford, Ala.—Sash, Doors, Blinds, etc.—Hartford Sash & Door Manufacturing Co. will be incorporated with \$15,000 capital stock by E. C. Boswell, H. A. Powell and C. C. Chancey of Hartford to manufacture sash, doors, blinds and novelties; plant will be erected. (See "Machinery Wanted.")

Jackson, Miss.—Furniture.—Heldorfburg Furniture Co. incorporated with \$15,000 capital stock by Roy Heldorfburg and others.

Kansas City, Mo.—Excelsior.—Washburn Excelsior Co. will establish plant containing six machines.

Kilmichael, Miss.—Handles.—Lee Berry, Paragould, Ark., will erect ax-handle factory.

Lonaconing, Md.—Sash and Doors, Shingles, etc.—Lonaconing Construction Co., East Main street, will establish plant to manufacture lath, shingles, sash and doors, etc.; W. J. Conley, general manager; W. T. Sigler, president. (See "Lumber-manufacturing Plants" and "Machinery Wanted.")

New Orleans, La.—People's Woodworking Co. incorporated with \$10,000 capital stock by F. D. Mazzie, Gustave Mazzie and George E. Surgi.

New Orleans, La.—Furniture.—Dover & Hoffman Company, 339 Decatur street, recently reported incorporated, will establish plant to manufacture parlor furniture; cost of machinery \$1500. (See "Machinery Wanted.")

Velasco, Texas—Barrels, etc.—William Marion will, it is reported, establish barrel and stave factory, to be equipped with 100-horse-power boiler, sawmill, etc.; later will install box factory.

Wilkesboro, N. C.—Matches.—N. B. Smith will establish match factory; machinery has been purchased.

BURNED

Birmingham, Ala.—G. T. Wofford Oil Co.'s plant; loss \$12,000.

Beebe, Ark.—Andrews & Patterson's tannery.

Childress, Texas.—Fort Worth & Denver City Railway's machine, blacksmith and boiler shop; loss \$200,000; H. A. Gausewitz, superintendent, Childress.

High Point, N. C.—Hub and Handle Co. plant, owned by Hamilton & Cecil; loss about \$5000.

Magee, Miss.—Travelers' Hotel, owned by Mr. Anderson; loss \$5000.

Mayfield, Ky.—Mayfield Water & Light Co.'s plant; loss \$35,000.

Paris, Texas.—L. A. Tolbert's cotton gin; loss \$4000.

Memphis, Tenn.—J. W. Dickson Lumber Co.'s plant; loss about \$10,000.

North Augusta, S. C.—Southern Cabinet Manufacturing Co.'s plant.

Pinola, Miss.—Steel bridge across Strong river near Pinola destroyed by flood; loss \$5200. Address County Commissioners, Westville, Miss.

Spartanburg, S. C.—Spartanburg Mattress Works, W. G. Allen, owner; building owned by D. G. Cooper.

Spread, Ga.—Spread Ginning Co.'s cotton gin and flour mills; loss \$25,000.

St. Joseph, Mo.—Commerce Building, occupied by Citizens' Bank and three stores; loss \$50,000.

Tuscumbia, Ala.—Colbert county courthouse partially destroyed; loss about \$10,000. Address County Commissioners.

BUILDING NOTES

APARTMENT-HOUSES

Baltimore, Md.—Upton Apartment-House Co. incorporated with \$20,000 capital stock by Redmond C. Stewart, 207 North Calvert street; Harry E. Gilbert, Charles Morton Stewart and others; has secured residence at Eutaw place and Dolphin street, which will be enlarged and remodeled as apartment-house at cost of \$10,000; to contain six apartments, each with bath.

Baltimore, Md.—Telfair W. Marriott, 323 North Charles street, will improve dwelling at 804 North Calvert street; will install hot-water system of heating; about a dozen bathrooms; plumbing, fire escapes, speaking tubes, electric wiring and lighting, etc.; estimates are wanted. (See "Machinery Wanted.")

Chattanooga, Tenn.—Fred Robinson awarded contract to L. A. Finn, 215 Lewis street, Ridgeland, Chattanooga, at \$21,000 for erection of apartment-house; light pressed brick; fireproof; grained roof; colonial style; 66 rooms; plans by Huntington & De Sabala, News Building, Chattanooga. Contract for excavation, tile and concrete work let to E. P. Norris, Duncan avenue and Spruce streets, at \$1100. Architects have not yet contracted for steam-heating plant and plumbing. (Mentioned in February.)

Macon, Ga.—J. T. Redding will erect double apartment-house; ordinary construction; gas and electric lighting; cost \$6000; plans by C. R. Ellis, Macon; contract not awarded.

Nashville, Tenn.—Seminoe Apartment Co., F. M. Smith, secretary, 403 First National Bank Building, awarded contract to Guaranteer Construction Co., Nashville, for erection of apartment-house noted in April; three stories and basement; 12 apartments; semi-fireproof; steam heat; electric lighting; cost about \$32,000.

New Orleans, La.—Albert Aschaffenberg has had plans prepared by Mackenzie & Biggs and Emile Weil of New Orleans for Casa Grande apartment-house; reinforced concrete; fireproof; four stories; 27 apartments, each with tiled bathroom; dumb-waiter; speaking tubes; hot and cold water; filtered drinking water; floors of quarter-sawn oak; halls to be tiled and have marble wainscoting; stairways of concrete with marble treads; contractor, Ferro-Concrete Construction Co. of Cincinnati, Ohio. (Recently mentioned.)

Oklahoma City, Okla.—George K. Williams will erect apartment-house 50x140 feet; nine apartments of six rooms each; bathrooms finished in oak; steel porches and stairways in rear; cost \$30,000.

Oklahoma City, Okla.—F. G. Ziegler will erect apartment-house; cost \$60,000.

Washington, D. C.—W. F. Drown, 1027 12th street N. W., will erect apartment-house at

5th street N. E.; two stories; four apartments of five rooms and bath each; front to have stucco finish and Indiana limestone trimmings; cost about \$10,000; plans by Hunter & Bell, 518 10th street N. W., Washington.

Washington, D. C.—John L. Warren, Columbian Building, has had plans prepared by Hunter & Bell, 518 10th street N. W., Washington, for apartment-house at Champlain and Kalorama avenues N. W.; hot-water heating; cost \$25,000.

Washington, D. C.—Bates Warren, 416 5th street N. W., has begun erection of proposed apartment-house on Lamont street; four stories; colonial style; brick; 16 apartments, each with bath; front finished in Flemish bond; cost \$40,000; Hunter & Bell, 518 10th street N. W., Washington, architects.

Washington, D. C.—James J. Lampton, 2016 Wyoming avenue N. W., has purchased site 40x90 feet at \$3500, on which to erect apartment-house.

Wheeling, W. Va.—John H. Winder has had plans prepared for double apartment-house; six rooms each side; finished attic; bath, pantry, laundry and basement.

Wheeling, W. Va.—F. D. Winder has had plans prepared for 18-room brick apartment-house.

BANK AND OFFICE BUILDINGS

Anderson, S. C.—J. N. Bleckley, agent Bleckley estate, will erect store and office building recently noted; plans by C. Gadsden Sayre & Co., Anderson; construction by day labor; building 65x90 feet; four stories; steam heat; electric lighting; electric and hand-power elevators.

Baltimore, Md.—Adams Express Co., Harper G. Ransburg, general agent, Union Trust Building, awarded contract to George A. Blake, 301 Law Building, Baltimore, to remodel structure at North and Franklin streets as warehouse and office building and erect addition; steam heat, electric lighting, elevator and sanitary plumbing will be provided; old building will be renovated; plans by Theodore Wells Pietsch, American Building, Baltimore.

Big Stone Gap, Va.—Minor Building Co. will erect office structure recently mentioned; construction by day's labor; brick building; 42x16 feet; 24 rooms; steam heat; lighting not decided; cost \$15,000.

Birmingham, Ala.—Empire Construction Co. is arranging to build proposed Empire Building reported in February; 15 stories, 50x100 feet; first three stories finished in stone and stories above of brick, with terra-cotta and marble to ceiling; fireproof; corridor to have marble flooring and marble wainscoting to ceiling; office flooring of maple; 10 rooms to each floor; steam-heating plant; electric elevators, equipped with express light signals; electric and gas lighting fixtures; vacuum-cleaning apparatus, etc. When plans are approved bids will be asked on construction and materials will be gathered; site to be ready in October; cost estimated at \$350,000. Architects are Warren & Welton, Title Guarantee Building, Birmingham; associate architects, Carpenter & Blair, 475 Fifth avenue, New York. Address Empire Construction Co., care of Robert Jemison, 2024 Third avenue, Birmingham.

Birmingham, Ala.—National City Bank (Ben T. Head and W. H. Porter) will, it is reported, have plans prepared by R. H. Hunt, News Building, Chattanooga, Tenn., for 15-story bank and office building.

Birmingham, Ala.—Citizens' Savings Bank contemplates erection of office building; J. B. Cobbs, president.

Charlotte, N. C.—Highland Park Manufacturing Co. plans to erect cotton-mill office building, 40x80 feet; saw-tooth roof construction; large vault, with windows of heavy wire glass set in metal sash, and metal window frames; plans by Stuart W. Cramer of Charlotte.

Chattanooga, Tenn.—C. R. Strong, 224 East Main street, is having plans prepared by Bearden & Foreman, Chamberlain Building, for office and store building recently mentioned; brick; three stories; location, Hotel and Market streets.

Columbus, Miss.—First State Bank awarded contract to J. W. Stansel, Columbus, to erect bank building; four stories; brick and stone; cost about \$60,000.

Decatur, Ala.—First Baptist Church will erect \$12,000 residence; plans by R. H. Hunt, James Building, Chattanooga, Tenn.; size, 65x120 feet; brick; slate roof; S. S. Broaders may be addressed at Decatur.

Edna, Texas.—Presbyterian congregation will open bids June 1 for erection of edifice, about 30x60 feet; brick and stone; metal ceiling; mill construction; acetylene-gas lighting; estimated cost \$11,000. Plans and specifications can be seen at offices of Thompson & Tucker Lumber Co., Houston, Texas; Vaughan Lumber Co., San Antonio, Texas; T. Brooks Pearson, architect, 105½ South 5th street, Waco, Texas, and R. C. Saunders, secretary of board, Edna, Texas; certified check \$500. (Recently mentioned.)

Elizabeth City, N. C.—Blackwell Memorial Baptist Church awarded contract to J. W. Martin, Elizabeth City, for enlarging auditorium and building Sunday-school annex recently noted; plans by A. Aberhardt, Norfolk, Va.; building to have brick walls; tin roof; size, 48x120 feet; hot-air heating; electric lighting; cost \$5000.

Easley, Ala.—Baptist congregation, Rev. H. M. Fugate, pastor, will erect edifice.

Franklin, La.—Catholic congregation will erect edifice; brick, stone and terra-cotta; cost \$45,000. Address The Pastor, Catholic Church.

Latta, S. C.—Methodist Church awarded contract to J. E. Deffler of Latta to erect edifice; pressed brick and granite; 120x60 feet; tin roof; hot-air heating; electric or acetylene-gas lighting; estimated cost, \$15,000; Ernest V. Richards, architect, Bentleville, S. C.; L. H. Smith, Latta, chairman of committee.

Mobile, Ala.—St. Francis Street Baptist

Church will erect edifice; plans by R. H. Hunt, James Building, Chattanooga, Tenn.; stone; two stories, 90x175 feet; cost \$75,000.

New Orleans, La.—Mater Dolorosa Church edifice will be erected at cost of \$60,000; press brick; cement; tile roof; plans by Theo. Brune, New Orleans.

Norfolk, Va.—Christian Congregation has purchased site at \$10,000 on which to erect edifice. Address The Pastor, Christian Church.

Palatka, Fla.—First Baptist Church will erect edifice; pressed or cement blocks; cost about \$6000; plans by M. R. Stinson of Palatka.

Pontotoc, Miss.—Pontotoc Church will erect \$12,000 residence, 60x90 feet; brick; slate roof; plans by R. H. Hunt, James Building, Chattanooga, Tenn. W. A. Boone, Chattanooga, is receiving bids.

San Antonio, Texas.—Prospect Hill Methodist Church, Rev. Nolan B. Harmon, pastor, will erect brick and stone edifice to cost \$25,000.

Sheffield, Ala.—First Methodist Church awarded contract to Abbott & Everhart of Sheffield to erect edifice; cost \$9500.

St. Louis, Mo.—St. Philip's Episcopal Church, Rev. William Elmer, rector, will erect edifice 60x90 feet; exterior of rough stone with cut stone trimmings; interior finished in natural yellow pine with hammered beam trusses; stained-glass windows; cost \$50,000.

St. Louis, Mo.—J. C. Robinson & Son, Custom-house Building, Bowling Green, New York city, are lowest bidders at about \$1,000,000 to erect superstructure of St. Louis Cathedral; 200 feet long; Romanesque Byzantine style of architecture; brick, stone, terra-cotta and reinforced concrete; concrete work begins 54 feet above ground and extends 50 feet upwards, including arches; concrete dome will surmount structure, inside diameter to be 80 feet and outside 100 feet; outer dome 85 feet high, inner dome 44 feet high; plans by Barnett, Haynes & Barnett, architects, Frisco Building, St. Louis. (Previously mentioned.)

Vicksburg, Miss.—H. H. Davis, Vicksburg, Miss., has contract at \$14,351 to erect institutional annex to Methodist Church; plans by William Stanton of Vicksburg.

Woodville, Miss.—M. E. Church South will receive bids until May 18 for erection of edifice mentioned in April; brick building, 70x100 feet; slate roof; cost \$12,000; bids to be addressed to R. H. Hunt, James Building, Chattanooga, Tenn.

COURTHOUSES

Bartow, Fla.—Polk County Commissioners, Bartow, Fla., will receive bids until June 8 for erection of courthouse according to plans and specifications by E. C. Hosford & Co., Eastman, Ga.; bids to be made on proposal furnished by architects and to be addressed to John M. Keen, chairman County Commissioners, Lakeland, Fla.; certified check for 10 per cent. of bid, payable to Mr. Keen; plans and specifications on file in office of A. B. Ferguson, Clerk of Polk county, and can be obtained from architects. Building to be 119x88 feet; three stories; faced with stone and pressed brick; floors and ceiling of third floor, stairs and partitions to be fireproof; slate roof; plumbing and electrical wiring.

Clarendon, Ark.—Monroe County Commissioners are considering plans for \$50,000 courthouse noted in April, and hope to have construction begun soon; Commissioner J. S. Thomas may be addressed care of W. N. Foster, City Clerk.

El Paso, Texas.—El Paso County Commissioners have opened bids for erection of three-story brick addition to courthouse, equipped with heating and electric-lighting plants, for which M. Hughes of El Paso was previously mentioned as preparing plans. Hammond & Calhoun are lowest bidders at \$27,098 for frame construction; Stewart & Crawford at \$29,600 for concrete construction and at \$32,000 for the construction.

Henderson, N. C.—Bids will be received by K. W. Edwards, Register of Deeds and clerk to Board of Commissioners, for erection of addition and alterations to present courthouse; plans and specifications by Frank P. Milburn & Co., Home Life Building, Washington, D. C., on file with Mr. Edwards; separate bids are desired for new portion of building complete; for additions and alterations to old building; also for removal of retained portion of old building to rear of present location—22 feet; L. C. Bobbitt, chairman Board of County Commissioners. (Mentioned in April.)

New Albany, Miss.—Union county will let contract June 2 for erection of courthouse recently noted; plans by F. M. Dobson & Co., Montgomery, Ala.; fireproof building;

steam heat; electric lighting; cost \$65,000; C. S. Cullins, County Clerk.

San Marcos, Texas.—Hays county will vote June 20 on \$39,000 bond issue to erect courthouse; three stories and basement; fireproof; total estimated cost, \$70,000; plans by C. H. Page, Jr., Austin, Texas. (Recently mentioned.)

Tuscumbia, Ala.—Coiburt county will repair courthouse partially destroyed by fire; loss about \$10,000. Address County Commissioners.

DWELLINGS

Baltimore, Md.—Dupont Realty Co. (Abraham Meyer of A. Meyer & Son, 927 Pennsylvania avenue, and Louis H. Lambert, 1722 Federal street) purchased six lots, each 25x120 feet, on Virginia avenue, Dupont Park, on which to erect six cottages; two stories; eight rooms each; cost \$15,000.

Baltimore, Md.—Joseph Gelger, 230 North Calvert street, will erect two two-story brick dwellings at 1100 and 1102 South Canton street; Charles Holzman, 2935 Dillon street, Baltimore, architect and contractor.

Baltimore, Md.—James Keelty, 320 East Oliver street, is having plans prepared by Jacob F. Gerwig, Vansant Building, Baltimore, for 16 two-story dwellings at Baltimore and Bentallou streets; to cost \$35,000.

Baltimore, Md.—C. E. Spalding Company, 213 Courtland street, will erect 22 two-story dwellings on Park Heights avenue; cost \$55,000; plans by Jacob F. Gerwig, Vansant Building, 210 East Lexington street, Baltimore; L. Irving German, 3700 Park Heights avenue, Baltimore, contractor.

Baltimore, Md.—Wylie Heights Co., Wylie avenue and Plimlico road, awarded contract to Rodgers & McCall, 21 East Saratoga street, Baltimore, to erect five dwellings at Edgecomb Park; frame; two and one-half stories; cost \$7500.

Baltimore, Md.—George P. May, secretary Maryland Club, Charles and Eager streets, has had plans prepared by Clarence E. Anderson, 30 East Lanvale street, Baltimore, for two-story stone dwelling at Park Manor; estimates are being prepared.

Baton Rouge, La.—D. M. Raymond had plans prepared for residence by C. H. Charlton, New Orleans.

Baltimore, Md.—Warren C. Croswell, 104 West 25th street, has leased property on St. Paul boulevard on which to erect 18 three-story residences; four to have frontage of 18 feet, four 17 feet and ten 16 feet; depth 59 feet; cost of each \$5000; porch fronts; iron-spot press brick; Beaver Dam marble trimmings; hardwood; steam heat; electric lighting; plans and construction by owner.

Birmingham, Ala.—C. H. Nabb will erect residence; plans by LaBelle-Krubs Company, 328 Hood Building, Birmingham; building about 70x75 feet; steam heat; gas and electric lighting; hardwood interior; mantels; grates; parquet floors; bathroom fixtures; cost \$30,000; date of opening bids not set.

Bush River, Md.—Harry H. Boyer awarded contract to R. B. Mason, 324 West Biddle street, Baltimore, to erect dwelling at Bush river; brick, with stone foundation; hot-water heating; gas and electric-light fixtures; cost about \$7500.

Chattanooga, Tenn.—Harry L. McFarland had plans prepared by D. V. Stroop, Chattanooga, for residence at Mission Ridge, recently mentioned; two-story structure; nine rooms; stucco; hot-water heat; electric lighting; cost about \$3500; not to be contracted. (See "Machinery Wanted.")

Chattanooga, Tenn.—Mrs. Douglas Baxter will erect \$6000 dwelling on Vine street; 10 rooms; brick veneered; contractor, S. C. Adams, Lake avenue, East Lake, Chattanooga.

Chattanooga, Tenn.—F. H. Dowler, agent N. C. & St. L. R. R., will erect residence; H. L. Huntington, News Building, is preparing plans.

Greenwood, S. C.—David Jennings will build \$6000 dwelling; shingle exterior; steam heating; brass hardware; hardwood flooring; cedar or cypress shingles. (See "Machinery Wanted.")

Kansas City, Mo.—Alfred Duchmann will erect residence; 41x43 feet; two and one-half stories; brick, stone and slate; estimated cost \$12,500.

Macon, Ga.—Curran R. Ellis has prepared plans for three residences.

Macon, Ga.—George S. Riley, Jr., will erect residence in North Highlands.

Midville, Ga.—Mrs. J. W. Sandeford will erect residence at cost of \$6000 to \$8000; architect not engaged; building to be 50x90 feet; two stories; brick walls; wood partitions; probably steam heat and acetylene gas lighting. (See "Machinery Wanted.")

Nashville, Tenn.—A. J. Corbett has had plans prepared by C. K. Colley, Nashville, for erection of residence; two stories; eight rooms; pressed brick and stone; hardwood floors throughout; slate roof; approximate cost \$6500.

New Orleans, La.—John F. Rueff will erect reinforced-concrete fireproof residence; concrete-block exterior; tile roof; cost about \$8000; plans by Francis J. MacDonnell, Hennen Building, New Orleans.

New Orleans, La.—F. G. Magnitzky awarded contract to J. A. Petty, New Orleans, for erection of two-story frame residence; 10 rooms.

New Orleans, La.—S. Feckhelmer is having plans prepared for residence by Keenan & Weiss, Hibernia Building, New Orleans.

New Orleans, La.—Misses Anna and Christine McNally will erect two-story residence at Jena and Camp streets; architect, F. M. Crawford, 813 Hennen Building, New Orleans.

New Orleans, La.—Mr. O'Neill will erect double two-story residence; architect, Henry Boettner, New Orleans; contractor, E. Maze, New Orleans.

New Orleans, La.—Wm. B. Reilly will award contract in May for erection of brick residence; plans by Crosby & Henkel, Morris Building, New Orleans; tile roof; hot-water heat; cost \$12,000.

New Orleans, La.—J. L. Fletrich is receiving bids on erection of proposed residence at Claiborne & Cadiz streets; cost \$18,000.

New Orleans, La.—Wm. Bohne will erect two-story frame residence on 3d street; Julius Koch, architect.

Oklahoma City, Okla.—T. D. Turner will erect two-story residence to cost \$12,000.

Oklahoma City, Okla.—William Mee, cashier, Security National Bank, will erect residence; tile; cost \$10,000.

Pineville, Ky.—Dr. C. C. Durham will erect residence to cost \$4000 or \$6000; brick; veneer; nine or ten rooms; mill construction; hot-water or steam heat; electric lighting; bids to be opened about June 1; plans by Geo. F. Barbour, Knoxville, Tenn., to be ready about June 1; correspondence with contractors desired.

Richmond, Va.—T. A. Stanford will erect brick residence.

Richmond, Va.—Dr. D. J. Coleman will erect \$7000 brick residence.

Richmond, Va.—Rev. T. C. Darst will erect eight-room frame dwelling at Ginter Park; hot-air heating; electric lighting; cost \$3000; plans by C. K. Howell, Richmond; contractor, A. J. Dietrich, Richmond.

Richmond, Va.—John T. Wilson will erect three brick dwellings to cost \$11,250.

Tampa, Fla.—J. W. Williams has contract to erect bungalow; 40x38 feet; basement, 36x40 feet; cost \$5000; plans by Guy Platt Johnson of J. W. Williams Company, Tampa.

Washington, D. C.—G. N. Bell of Hunter & Bell, architects, 518 10th street N. W., awarded contract to John Brennan, 946 Florida avenue N. W., Washington, to erect five two-story dwellings at 2726-274 Sherman avenue N. W.; cost \$12,000; plans by Hunter & Bell.

Washington, D. C.—J. W. Estes, 300 I street N. W., will erect dwelling at 652 F street N. W.; three stories; brick; estimated cost \$5000; plans by A. H. Sonnenman, 1413 G street N. W., Washington.

Washington, D. C.—Pro-Cathedral Church of the Ascension, Massachusetts Avenue and 12th street N. W., will erect parish-house. Address The Pastor, Pro-Cathedral Church of the Ascension.

Washington, D. C.—Royce A. Ruess, McGill Building, will erect residence on Connecticut-avenue Heights; concrete construction; Spanish style; 23x41 feet; two stories; wrought-iron balconies from windows on second floor; red-tile roof; porch 10 feet wide; contain nine rooms and bath; white-enamel interior woodwork; ornamental-plaster cornice in drawing room; Claughton West, 1808 Kalorama road N. W., Washington, architect; T. E. Fitzgerald, Colorado Building, Washington, contractor.

Washington, D. C.—R. Holt Easley, president Easley & Hill, Jordan Building, is having plans prepared by Matthews G. Lepley, 467 H street N. W., Washington, for colonial residence in Richmond Park; red brick, laid in Flemish bond with white joints and Indiana limestone trimmings; two stories with attic; 40x55 feet; 14 rooms; bathroom; hot-water heating; interior hardwood finish; cost \$14,000.

HOTELS

Atlanta, Ga.—Atlanta Brewing & Ice Co., Albert Steiner, president, lately mentioned to rebuild Marion Hotel Annex, recently burned, will have plans prepared by Morgan

& Dillon of Atlanta; four-story structure; 60 sleeping-rooms; electric elevator; cost about \$50,000.

Atlanta, Ga.—Samuel M. Inman, recently mentioned to rebuild Terminal Hotel, is having plans prepared by Morgan & Dillon of Atlanta; new structure will be either five or eight stories high and cost between \$80,000 and \$145,000.

REPLIES TO LETTERS.

When anyone invites information about machinery which he wants or other things which he is seeking, it would seem that courtesy to those who comply with the request demands a brief acknowledgment, even if nothing but a postal card. On the other hand, it can hardly be expected that all of the circulars and letters sent to prospective customers, who have not specifically sought such information, should require immediate acknowledgment. The MANUFACTURERS' RECORD sends to Northern and Western people, as well as to Southern, thousands of personally addressed letters, but it does not expect to receive replies from everybody to whom they are sent. It recognizes that it is almost impossible for some concerns to undertake to do this. It is a rule in this office to acknowledge every letter, but thousands of firms are so situated, by reason of lack of typewriting facilities, as to make this impossible. It would, however, add vastly to the pleasure and profit of doing business if, as far as possible, receivers of letters bearing on business possibilities should at least briefly acknowledge their receipt. Through correspondence of this kind acquaintanceships are made, business friendships often develop, and no man knows how much good to his own interests may result from prompt correspondence on such lines.

And in writing always mention the MANUFACTURERS' RECORD.

Regarding the advantages, to which we have alluded, accruing to manufacturers, business men and others in at least trying to reply promptly to inquiries based upon announcements made in the "Construction Department" and the "Machinery Wanted" and "Business Opportunities" columns of our issues, the Douglas Electric Construction Co., Limited, of New Orleans, La., writes:

"We are in receipt of your card entitled 'Do You Do It?' The question is easily answered by us: 'We do.' In answering all advertisements, letters regarding electrical work, etc., we always mention that we saw the mention in the 'MANUFACTURERS' RECORD.'

Mr. E. E. Jungmeier of Walburg, Texas, writes:

"I have written to dozens of advertisers in your paper since I became a subscriber, and have not failed in a single instance to mention your paper. I don't think that I would do you or the advertiser justice if I did not do so. You may rest assured that every time I write to anyone whose advertisement I see in your paper I will mention where I have seen it."

Mr. R. H. Kelly of the Atlanta (Ga.) office of the Virginia Bridge & Iron Co. of Roanoke, Va., in the hope of interesting and advantaging other subscribers, writes:

"Regarding answers to inquiries from parties interested in various trade items reported in your publication, as stenographer for the Atlanta office of this company it is my duty to follow up the trade items of interest to me. In almost every case I enclose either a return postal card or a return stamped envelope requesting a reply, and nearly all inquiries of value are answered. For convenience in filing, etc., whenever a postal card is used the information wanted is stated in a very concise, condensed notation at the top of the card. Of course all our inquiries do not bring forth a reply, but the majority of them do."

Does not that interest many other subscribers? And do not they find that such system is advantageous to everybody concerned?

Carthage, Tenn.—Walton Hotel Co. incorporated with \$5000 capital stock by T. B. Read, A. C. Read, T. P. Bridges and others.

Hot Springs, Ark.—G. A. Callahan has contract for remodeling Eastern Hotel; to install bathrooms, lavatories, toilet-rooms, plumbing, etc. (Lately mentioned.)

Jacksonville, Fla.—K. W. Sims, recently noted to erect Hotel Albert, will expend \$50,000 on structure complete; plans by W.

B. Camp, Jacksonville; contractor, T. Y. Baker, Jacksonville; W. A. Gull to be proprietor. (See "Machinery Wanted.")

New Orleans, La.—E. M. Stafford, Peter Gallagher and others are planning organization of company to erect 125-room hotel, to cost about \$60,000.

Rockingham, N. C.—Rockingham Hotel Co. incorporated with \$17,000 capital stock by T. C. Leak, J. P. Leak, H. C. Wall and others.

San Antonio, Texas.—T. D. Cobbs will erect hotel; three stories; brick; between 60 and 70 rooms arranged in suites, with bath for each suite; cost \$40,000.

Tip Top, Va.—Baker & Wells, Graham, Va., have prepared plans and will construct hotel recently mentioned; for summer resort; 38x102 feet; three stories; porches; 33 bedrooms; mill construction; electric lighting; cost \$15,000; materials purchased. (See "Dwellings.")

Washington, D. C.—W. F. Thomas of W. F. Thomas Company, Munsey Building, and others have purchased site, 170x144 feet, on which it is proposed to erect hotel and theater; former to be 10 stories and basement, of colonial design and contain about 400 rooms; cost of two structures about \$450,000. (See "Theaters.")

MISCELLANEOUS STRUCTURES

Atlanta, Ga.—Store Buildings.—M. P. and A. D. Greenfield will rebuild burned store building; new structure to be two stories at present; brick; contain four stores; cost about \$20,000.

Atlanta, Ga.—Store Buildings.—Dabney II, Seoville will replace burned store buildings on West Mitchell street with single structure, four stories high, of pressed brick construction, costing about \$35,000.

Atlanta, Ga.—Business Buildings.—Samuel M. Inman is having plans prepared by Morgan & Dillon of Atlanta for rebuilding Terminal Building, Vladuct Block and structure recently occupied by Liquid Carbonic Co.; Terminal Building will be 200x100 feet, three stories and basement and cost about \$65,000; Vladuct Block will be about 100 feet square, three stories high and cost about \$40,000; Liquid Carbonic Co.'s building will be 80x100 feet, three stories and basement, stone and pressed brick front and cost about \$40,000.

Baltimore, Md.—Clubhouse.—Maryland Athletic Club, Pimlico road and Wythe avenue, awarded contract to William A. Stonesifer, Park Heights avenue near Wythe avenue, to erect clubhouse; two stories; porches on three sides; 400 lockers; eight shower baths and big reception room; to be completed June 20.

Baltimore, Md.—Orphanage.—St. Elizabeth's Home for Colored Orphans, 317 St. Paul street, awarded contract to John T. Buckley, 916-920 Bolton street, Baltimore, to erect addition to orphanage; two stories; brick; 35x50 feet; cost \$5,000.

Baltimore, Md.—Baltimore (Md.) Board of Awards will open bids May 27 for erection of addition and alterations to be made to Tuberculosis Hospital at Bayview Asylum; certified check, \$250; plans and specifications at office of Edward D. Preston, Building Inspector, City Hall.

Baltimore, Md.—Store Building.—John R. Lemmert, 10 East Fayette street, awarded contract to William T. Murphy, 908 North Howard street, Baltimore, to erect store building at 19 East Fayette street; five stories; brick; steam heat; electricity and gas; site 25x100 feet; plans by Paul Emmart, 210 West Fayette street, Baltimore. (Recently mentioned.)

Baltimore, Md.—Grandstand.—Johns Hopkins University will erect grandstand at Homewood; reinforced concrete; 170 feet long, 40 feet wide and 18 feet high; seating capacity, 1200; plans by Parker, Thomas & Rice, Union Trust Building, Baltimore.

Bay City, Texas—Store Building.—P. E. Parker will erect store building 37½x100 feet; one story; brick construction; electric-lighting fixtures; contractors, Howard Bros.; architect, Tom Howard; all of Bay City. (Lately mentioned.)

Bristol, Va. Tenn.—Hospital.—King's Mountain Memorial Hospital Association organized with Joseph L. Kelly president, Col. S. L. King vice-president, B. B. Burns treasurer and Guy Durst secretary, to erect \$30,000 hospital.

Byronville (not a postoffice), Ga.—Store Building.—Jones Bros., Macon, have contract to erect two-story brick store building for J. S. Byron & Son, to cost \$20,000; plans by Frank R. Happ, Macon.

Burwood, La.—Buildings.—Bids have been rejected for erection of several reinforced

concrete Government buildings at Burwood, Southwest Pass, Mississippi river, and bids will be readvertised; Col. E. H. Ruffner, engineer in charge, U. S. Engineer's office, Custom-house, New Orleans, La. (Recently mentioned.)

Dallas, Texas—Business Building.—Estero wood & Fielder awarded contract to J. H. Stemmer of Dallas to erect two-story brick building; plans by Gill & Son of Dallas.

Dallas, Texas—Federal Building.—L. R. Wright of Dallas has contract at \$4100 for improvements to Federal building according to revised plans and specifications; original bid was \$8375; P. B. Hunt, custodian. (Mentioned in April.)

El Paso, Texas.—El Paso Country Club, H. L. Young, assistant secretary, awarded contract to Ritchey & Morgan, El Paso, for erection of country club; three stories and basement; brick; fireproof; steam heat; electric lighting; bathrooms; estimated cost \$25,000; contract for plumbing and heating apparatus awarded to Ritchey & Morgan of El Paso.

Fayetteville, Ark.—Postoffice Building.—Treasury Department, office of Supervising Architect, James Knox Taylor, Washington, D. C. Sealed proposals will be received here until June 24 for construction of U. S. post office at Fayetteville in accordance with drawings and specifications, copies of which may be had at this office or at the office of Postmaster at Fayetteville, at discretion of architect.

Fort Bliss, Texas—Government Buildings.—Bids will be received at office of Constructing Quartermaster, Fort Bliss, until June 8 for construction of shop buildings for use of blacksmith and wheelwright; alternate bids invited for brick and stone. Blank proposals, plans and specifications may be obtained on application to Constructing Quartermaster, Fort Bliss.

Fort Myer, Va.—Government Buildings.—Sealed proposals in triplicate will be received at office of Quartermaster, Fort Myer, until May 28 for construction of stable guard and shop and extension to wagon shed; plans and specifications on application; proposals to be endorsed "Proposals for Building," addressed to Capt. B. B. Hyer, Constructing Quartermaster.

Fort Sam Houston, Texas—Buildings.—Bids will be received until June 11 at office of L. J. Fleming, Constructing Quartermaster, Fort Sam Houston, Texas, for erection of eight cavalry stables, quartermaster stable, field staff and band stable and bakery; bidders to state names and addresses of manufacturers to furnish fixtures. Plans and specifications on file at above office.

Greenville, Texas—Postoffice.—Bids will be received at Treasury Department, office of James Knox Taylor, Supervising Architect, Washington, D. C., until June 25 for erection, complete, of U. S. post office at Greenville; drawings and specifications can be obtained at above office or of Postmaster at Greenville, at discretion of Supervising Architect.

Griffin, Ga.—Drug Store and Feed and Sale Stables.—W. J. Kincaid, recently noted to have awarded contract to Gresham Manufacturing Co., Griffin, for erection of business building, will erect two structures; one two-story building, 44x100 feet, for drug store; feed and sale stable, 36x90 feet; two stories; both ordinary construction; electric lighting; cost \$11,500; plans by contractors. (See "Machinery Wanted.")

Heavener, Okla.—Store Building.—Brewer Drug Co. awarded contract to Winston & Brown, Poteau, Okla., for erection of two-story brick drug-store building; hall on second floor; 34x80 feet; ordinary construction; cost \$5000; plans by A. C. Chisholm, Fort Smith, Ark.

Houston, Texas—Stores and Hall.—J. O. Ross awarded contract to Perry & Heath, Houston, for erection of 3-story brick building recently mentioned; plans by A. DeLisle, Houston; brick building; 100x100 feet; stores on first floor; hall above; ordinary construction; electric lighting; freight elevator; cost about \$35,000.

Houston, Texas—Postoffice.—Treasury Department, office of Supervising Architect, Washington, D. C., has extended time for opening bids for construction of U. S. post office and courthouse at Houston from May 28 to June 18; construction to include plumbing, heating, electric conduits and wiring, in accordance with drawings and specifications; copies obtainable from custodian of site at Houston or at above office, at discretion of Jas. Knox Taylor, Supervising Architect. (See "Machinery Wanted.")

Houston, Texas—Stores.—H. D. Taylor estate is having plans prepared by A. DeLisle, Houston, for building recently mentioned (under "Warehouses"); mill construction; 100x100 feet; electric lighting; cost \$25,000.

Jackson, Miss.—Hospital and Residence.—Institute for the Blind will erect building for hospital and superintendent's residence; two stories; brick; slate roof; hot-water heat; cost \$5500; architect, R. H. Hunt, James Building, Chattanooga; bids to be opened June 3 by Dr. W. S. Sims, superintendent.

Jackson, Tenn.—Business Building.—Esterwood & Fielder awarded contract to J. H. Stemmer of Dallas to erect two-story brick building; plans by Gill & Son of Dallas.

Kansas City, Mo.—Commercial Building.—J. S. Lillis, president Western Exchange Bank, is having plans prepared by Shepard & Farrar, Minor Building, Kansas City, for commercial building; site 49½x115 feet; four stories; brick and terra-cotta; roof skylight over entire building; cost \$50,000.

Kansas City, Mo.—Store Building.—G. W. Cunningham will erect two-story brick store building 48x110 feet, to cost \$25,000; location, 1026-28 Broadway; for wholesale chocolate and confectionery; mill construction; steam and gas heating; electric lighting; cost \$30,000; plans by Smith & Ray, Kansas City; contractor, A. E. Madore, Kansas City.

Keystone, W. Va.—Store Building.—G. Hyman & Sons will erect three-story brick business building; contract awarded to Baker & Wells, Graham, Va.

Lagrange, Ga.—Engine-house.—City is ready to let contract for erection of \$5000 engine-house; two stories; first floor for equipment, horses, etc.; second floor for firemen's use; J. D. Edmundson, Mayor.

Lexington, Ky.—Reformatory.—Board of Prison Commissioners will erect dormitory at House of Reform; about \$110,000 has been appropriated for improvements at reformatory.

Martinsburg, W. Va.—Skating Rink.—Martinsburg Rink Co. incorporated with \$25,000 by H. H. Emmett of Martinsburg and others.

Mountain View, Okla.—Business Building.—R. M. Sohn will erect business building.

Mt. Pleasant, Tenn.—Stores.—J. Take Jenkins is having plans prepared for block of storehouses; two stories; 110x90 feet; pressed brick with stone trimmings; approximate cost \$16,000.

Mountain View, Okla.—Masonic Temple.—Masonic Building Association incorporated with \$5000 capital stock by C. F. Hunt, C. S. Johnson, A. J. Foster and others.

New Orleans, La.—Mercantile Building.—New Orleans Real Estate & Security Co. will rebuild structure recently reported burned; location, 714 Canal street; F. F. Hansell & Bro., tenant; architect not selected.

New Orleans, La.—Store Building.—C. C. Cordill is reported to erect six or seven-story fireproof store and office building to replace structure recently noted burned.

New Orleans, La.—Business Building.—Tulane Educational Fund will rebuild structure occupied by H. B. Stevens & Co., clothiers, recently reported burned; probable contractors, Andry & Bendersen, New Orleans; old walls to be used if possible.

Norfolk, Va.—Y. M. C. A. Building.—Norfolk Y. M. C. A., Dr. L. Lankford, president, will construct association building; proposed cost, \$150,000.

Norfolk, Va.—Wharves.—Cramp Dry Dock Co., J. A. C. Groner, engineer in charge, is asking bids on construction of two wharves. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York.

Oklahoma City, Okla.—Car Barn.—Oklahoma City, El Reno & Shawnee Rapid Transit Railway Co., Charles A. Huber, president, Oklahoma City, will build car barn. (See "Electric-light and Power Plants.")

Purvis, Miss.—Store.—Pyiand Bros. will rebuild general store building recently burned.

Purvis, Miss.—Store Building.—McLeod & Co. will rebuild general store building recently burned.

Richmond, Va.—Business Building.—J. N. Heffey awarded contract to George D. Priddy, Richmond, Va., to erect brick building; electric lighting; freight elevator; cost about \$5700.

Rolling Fork, Miss.—Jail.—George W. West, clerk Board of Supervisors of Sharkey county, will receive bids until June 1 for building additional story to jail and for new cages. Plans and specifications to accompany each bid.

St. Louis, Mo.—Library.—Public Library Board has approved preliminary plans for Frederick M. Crunden branch library; main floor in one room, 42x107 feet; public meeting room in basement to seat about 400; expects to award contract about June 15; Jas. F. Lee, chairman building committee. (Erection of several branch libraries previously mentioned.)

Washington, D. C.—Store Building.—Wm. A. and Amelia J. Purrington awarded con-

tract to Samuel J. Prescott Company, 814 13th street N. W., Washington, to erect store building at 1115-17 F street N. W.; two stories; brick; slate roof; hot-water heat; cost \$5500; architect, R. H. Hunt, James Building, Chattanooga; bids to be opened June 3 by Dr. W. S. Sims, superintendent.

Washington, D. C.—Store.—Smithson & Smithson have had plans prepared by and awarded contract to W. E. Garner, 623 N street S. W., Washington, for erection of two two-story brick stores and dwellings at 356-358 G street S. W., and three similar buildings at 702-706 4½ street S. W.; estimated cost \$12,500.

Washington, D. C.—Business Building.—Mr. A. Geary Johnson, 1718 19th street N. W., will erect two brick business buildings at southeast corner of Wisconsin avenue and P street N. W.; plans and specifications prepared.

Winston-Salem, N. C.—Orphanage.—Western N. C. Conference, G. H. Detwiler, superintendent, Greensboro, N. C., will build proposed orphanage, to cost \$50,000; no architect or contractor selected; expect to open construction bids within two months.

MUNICIPAL BUILDINGS

Atlanta, Ga.—Gude & Walker, Prudential Building, Atlanta, are proceeding with construction of combination armory and auditorium, for which they received contract; building 200x300 feet; armory end five stories and basement; auditorium five stories, with one large room in basement; heating, plumbing and electric lighting will be provided for; cost about \$250,000; architects, Morgan & Dillon of Atlanta.

Baltimore, Md.—Building.—Baltimore (Md.) Board of Awards will open bids May 27 to erect field building in Latrobe Park; certified check \$25; plans and specifications on file with Edward D. Preston, Building Inspector, City Hall.

Beaufort, S. C.—City Hall.—City will soon hold election to vote on bond issue for erection of town hall, purchase of present water plant or erection of new, and installation of electric lights; town hall will replace burned structure; C. A. Townsend, Intendant (Mayor).

Beaumont, Texas—Fire Stations.—City awarded contract to W. C. Whitney of Beaumont at \$14,600 to erect three brick fire stations; plans by H. C. Mauer, Park Bank Building, Beaumont. (Recently mentioned.)

Danville, Va.—Jail.—Committee on Public Buildings has recommended that \$18,000 be expended in erection of jail. Address The Mayor.

El Reno, Okla.—City Hall.—City contemplates erection of city hall; Mayor, B. W. Riley.

Jackson, Tenn.—City Hall.—City has indefinitely postponed erection of city hall, for which purpose vote on bond issue was recently noted to be held on June 2; Mayor, H. C. Anderson.

Oxford, N. C.—City Building.—City awarded contract to D. A. Burwell, Stovall, N. C., for erection of fire department and armory building; plans by Samuel M. Wheeler, Oxford; two-story brick building, 50x80 feet; cost \$4750. (Contractor recently incorrectly noted.)

Seguin, Texas—Fire Station.—City will soon let contract for erection of \$6000 fire station recently mentioned; two stories, 36x76 feet; ordinary construction; plans by Leo M. J. Dielmann, San Antonio, Texas.

RAILWAY STATIONS

Memphis, Tenn.—Council is considering ordinance to permit building of union depot at cost of \$3,000,000 in accordance with plans presented previously by Memphis Railroad Terminal Co., John H. Watkins, president. Permit for erection of depot would probably include provision for considerable subway construction. (Previously noted.)

Talladega, Ala.—Louisville & Nashville Railway, W. H. Courtenay, chief engineer, Louisville, Ky., will, it is reported, erect white-marble depot in Talladega.

SCHOOLS

Alcorn, Miss.—Alcorn A. and M. College awarded contract to H. C. Hull, Jackson, Miss., for erection of dormitory mentioned in April; plans by R. H. Hunt, Chattanooga, Tenn.; three-story building; brick; slate roof; 50x80 feet; contract price, \$10,800; contract for low-pressure steam-heating plant let to F. A. Clegg & Co., 237 3d street, Louisville, Ky., for \$1383.

Alexandria, Va.—City contemplates erecting school building; cost \$20,000. Address The Mayor.

Appomattox, Va.—Chas. M. Robertson is preparing plans for high-school building recently mentioned; to have 12 rooms; basement; steam heat; elevator; cost \$20,000. L. E. Smith may be addressed.

Athens, Ga.—City will erect high school and other school building; architect for both structures, W. E. Spink, Birmingham, Ala.; plans to be ready about June 1; high-school building 81x85 feet, steam heat; cost \$27,000; other structure 50x60 feet, steam heat; cost \$10,000. (Schools recently mentioned.)

Auburn, Ala.—Alabama Polytechnic Institute will open bids about August 15 for erection of Agricultural Building recently mentioned; plans by Prof. N. C. Curtis, Department of Agriculture; building for agricultural station, laboratories and lecture-rooms; modified mill construction; steam or hot-water heating; electric freight elevator 8x10 and passenger elevator 5x6 to be installed; also power for farm machinery; three-story structure, 165x70 feet; brick; limestone; terra-cotta; cost \$70,000. (See "Machinery Wanted.")

Belton, S. C.—City has voted \$12,500 bond issue to erect proposed school building. Address The Mayor.

Bessemer, Ala.—Board of Education has accepted plans by William Bennis for school building; two stories; eight classrooms and auditorium, with seating capacity of 700; pressed brick and stone; cost about \$35,000.

Birmingham, Ala.—Board of Education, B. A. Thompson, president, has petitioned City Council to call election for voting on \$300,000 bond issue to extend and improve schools.

Bluefield, W. Va.—Board of Education of Beaver Pond District, E. L. Bowmen, secretary, Bluefield, will open bids May 27 for erection of school building; plans and specifications on file at office of W. E. and E. L. Shufflebarger, architects, Bluefield. Bids will be received (1) for building complete; (2) for building, excluding heating and ventilation; (3) for heating and ventilating only; certified check for 3 per cent. of amount of bid. (Previously mentioned. See "Machinery Wanted.")

Bramwell, W. Va.—Bids will be received until May 26 at office of Walter J. Smith, architect, Bank of Bramwell, where plans and specifications are on file, for addition and alteration of school building; completed building will be 52 feet 2 inches by 59 feet six inches; two stories and basement; brick and stone; steam heat; electric lighting; cost \$10,000.

Center, Ala.—Cherokee county will erect high-school building to cost \$12,500; brick; two stories; semi fireproof; auditorium on second floor; correspondence with architects invited by Wm. H. Cather, chairman building committee; desire to begin construction by June 15.

Chattanooga, Tenn.—Committee appointed by Board of Aldermen and Councilmen has designated the following architects to prepare plans for three city school buildings: R. H. Hunt, James Building, Chattanooga, for \$90,000 brick and stone, slate-roof building, heated by steam, corner McCallie avenue and Douglas street; Adams & Alsop, Chamberlain Building, Chattanooga, for \$30,000 brick and stone, gravel-roof structure, steam heated, on Jefferson street; Bearden & Foreman, Chamberlain Building, for \$25,000 brick and stone, slate-roof building, heated by steam, on Chestnut street; V. E. De Georgis, chairman, and S. P. Ivins, Jr., secretary of committee, both care of Southern Express Co., Chattanooga.

College Park, Md.—Maryland Agricultural College has not engaged architect to prepare plans for engineering building recently mentioned. As proposed, building will be 60x50 feet; three stories; cement, brick and slate; steam heat; electric lighting; M. E. outfit partially supplied; cost \$30,000; R. W. Silvester, president.

Cotulla, Texas.—City has voted \$14,000 of bonds for erection of school building. Address The Mayor.

Creedmoor, N. C.—Creedmoor high-school building, recently mentioned, will be of brick; two stories; 64x76 feet; metal shingle roof; Indiana stone sills; pine lumber; cost \$6000 to \$8000; Hill C. Linthicum, Durham, N. C., is preparing plans.

Danville, Va.—City contemplates purchasing site on Holbrook avenue at \$17,000, on which to erect school building. Address The Mayor.

Dublin, Ga.—City will soon erect school building previously mentioned; E. D. White, Jr., clerk. (See "Water-works.")

Dyersburg, Tenn.—M. W. Ewell, Mayor, Dyersburg, Tenn., will receive bids until June 10 for erection of addition to school building; plans and specifications on file in office of Mr. Ewell, Dyersburg, and of L. M.

Weathers Company, Memphis Trust Building, Memphis, Tenn., after May 25. Bids for general contract to include labor and materials to complete work, except steam heating, plumbing and electrical work, for which separate bids will be received; certified check for former, \$250; for latter, \$150. (See "Machinery Wanted.")

Elmer, Okla.—City will vote on issuance of \$10,000 of bonds to erect school building. Address The Mayor.

Eupora, Miss.—City has voted \$10,000 bond issue to erect school building. Address The Mayor.

Fort Worth, Texas.—City will erect new school buildings at cost of \$75,000; no plans yet drawn; J. W. Spencer, president Board of Trustees. (Bond issue of \$50,000 recently incorrectly noted as \$150,000.)

Franklin, Ky.—City has voted on issuance of \$18,000 of bonds for erection of graded-school building. Address The Mayor. (Recently mentioned.)

Gotebo, Okla.—City has voted \$15,000 of bonds for erection of school building. Address The Mayor.

Grand Cane, La.—Police Jury has ordered election to vote on erection of school building to cost \$10,000.

Greensboro, Ga.—City will erect graded school building recently mentioned; plans by C. Gadsden Sayre & Co., Anderson, S. C.; building 60x110 feet; semi-direct steam heat; electric lighting; plumbing; cost \$16,000; bids to be opened June 1; J. H. McWhorter, clerk.

Hartsville, S. C.—City will have plans prepared by Edwards, Walter & Parnham, 631 Candler Building, Atlanta, Ga., for school building to cost about \$25,000.

Helena, Ga.—City has voted \$10,000 bond issue to erect school building. Address The Mayor.

Hill City, Tenn.—Hamilton County Board of Education has accepted plans by Adams & Alsop, Chamberlain Building, Chattanooga, for public-school building noted in April; two stories; gravel roof; pressed-brick facing; 40x60 foot auditorium on second floor; steam heat; cost \$15,000; chairman Board of Education, Hon. W. S. Beck, 619 Walnut street, Chattanooga.

Summerton, S. C.—City has voted \$20,000 bond issue for erection of school building. Address The Mayor.

Tazewell, Ga.—City will not erect school building recently reported.

Van Horn, Texas.—City has voted \$10,000 bond issue for school improvements. Address The Mayor.

Houma, La.—City will issue bonds for erection of school. Address The Mayor.

Houston, Texas.—Massey Business College has prepared and will soon invite bids for erection of college, previously mentioned; brick, stone and steel; three stories, 50x100 feet; plate-glass front for first floor; cost about \$25,000.

Ivor, Va.—J. C. Curtis, Newport News, Va., has contract to erect school building at Ivor.

Kingsville, Texas.—City has voted \$16,000 bond issue for erection of school building. Address The Mayor.

Lexington, Va.—Virginia Military Institute is considering plans for erection of building, for which \$50,000 has been appropriated; Alexander Hamilton, Petersburg, Va., chairman Board of Visitors.

Memphis, Tenn.—Board of Education adopted plans by B. C. Alsop & Co., Randolph Building, Memphis, for school building on Chelsea avenue; 110x103 feet; two stories and basement; 12 classrooms, playrooms and offices; fireproof; architectural iron stairways; fire-escapes from each floor; estimated cost \$50,000; bids opened May 18.

Montgomery, Ala.—Alabama Conference College invites bids for erection of main building and one dormitory; to cost \$100,000.

Natchez, Miss.—City has not yet awarded contract for erection of proposed \$25,000 school building; brick structure; two stories; slate roof; plans by R. H. Hunt, James Building, Chattanooga, Tenn.; Ben C. Geisenberg, Natchez, may be addressed.

New Orleans, La.—Tulane University awarded contract to Chas. A. Slear, Hennen Building, New Orleans, for remodeling of and additions to university buildings recently mentioned and described; plans by Andry & Bordenagel, 211 Camp street, New Orleans.

Norman, Okla.—State University Board of Regents will soon advertise bids for construction of fireproof building to cost about \$250,000. Address Lee Cruce, president, Ardmore, Okla., or W. E. Ramsey, secretary, Muskogee, Okla. (Noted in January.)

Prescott, Ark.—School Board, C. C. Hamby, president, will receive bids until June 1 for erection of two-story brick school building; plans and specifications on file at offices of Hamby & Haynie, Prescott, and of Gibbs & Sanders, architects, Little Rock, Ark.

Purvis, Miss.—City will rebuild school building recently burned.

Raymond, Ga.—Erection of school building for 60 to 100 pupils is contemplated at Ray-

mond. Address C. D. Martin, English-American Building, Atlanta, Ga.

Richmond, Va.—Charles M. Robinson will prepare plans for school building to be erected in Varina School District; Jackson Davis, Superintendent of Schools of Henrico county.

Rock Hill, S. C.—Board of trustees, Winthrop College, have not awarded contract for erection of dormitory recently noted to be erected at cost of \$60,000; plans by Edwards, Walter & Parnham, Atlanta, Ga.; building to be of ordinary construction with steam heat and electric lighting; accommodations for 200 students; D. B. Johnson, president.

Rosebud, Texas.—School building recently mentioned will be of brick construction; 118x78 feet; two stories and basement; steam heat; electric lighting; cost \$35,000; plans by C. H. Page, Jr., & Bro., Austin, Texas; Dr. F. Buggin, president School Board.

Sale Creek, Tenn.—County Board of Education, W. S. Beck, chairman, 619 Walnut street, Chattanooga, Tenn., has had plans prepared by Adams & Alsop, Chattanooga, for \$15,000 school building; stone foundation; brick superstructure; steam heat; direct and indirect ventilation.

Stamford, Texas.—City has voted \$30,000 of bonds for erection of school building. Address The Mayor.

Staunton, Va.—Stuart Hall Episcopal Diocesan Girls' School will erect new building and make improvements; cost about \$20,000. Address Board of Trustees.

St. Joseph, Mo.—City will vote May 22 on issuance of \$500,000 of bonds for building and improving of schools. Address The Mayor.

Stillwater, Okla.—City awarded contract to S. A. Layton of Oklahoma City, Okla., for erection of school building.

Sunnyside (not a postoffice), Tenn.—Hamilton County Board of Education will erect \$6000 or \$8000 school building; chairman of Board, Hon. W. S. Beck, 619 Walnut street, Chattanooga.

Summerton, S. C.—City has voted \$20,000 bond issue for erection of school building. Address The Mayor.

Tazewell, Ga.—City will not erect school building recently reported.

Van Horn, Texas.—City has voted \$10,000 bond issue for school improvements. Address The Mayor.

Virginia Beach, Va.—City's proposed school, lately mentioned, will cost about \$6000; construction of cement blocks; hot air, water or steam-heating plant; B. P. Holland, Mayor.

Winston-Salem, N. C.—High school building, contract for which was recently noted awarded to Harward & Moss, Newport News, Va., will be of ordinary construction; 62x160 feet; three stories; hard brick; stock; pine lumber; granite; buff Indiana stone sills, etc.; maple flooring; ribbed glass; slate roof; closets; lavatories, sinks, etc.; direct steam heat; electric lighting; cost \$30,000; plans by Hill C. Linthicum, Durham, N. C.

Woodruff, S. C.—School building recently noted to be erected at cost of \$15,000 will be 60x100 feet; two stories and basement; for graded and high school; semi-direct steam heat; electric lighting; architects, C. Gadsden Sayre & Co., Anderson, S. C.; J. B. Kilgore, chairman board of trustees.

THEATERS

Fort Smith, Ark.—Fraternal Order of Eagles to incorporate company, issue bonds and construct theater and lodge building; 70x140 feet; fireproof; stone trimmings; five stories and basement; theater on ground floor with seating capacity of 1500; reinforced concrete floor; elevator; roof garden; plans by Jennings & Bate of Fort Smith.

McColl, S. C.—Company will build drug store and opera-house at cost of \$20,000; plans are being prepared; J. Woodburn, care Hotel Kirkland, may be addressed.

Oklahoma City, Okla.—Powell & Stone have leased Hendricks building and will convert it into theater, expending about \$40,000; three or four stories will be added.

Washington, D. C.—W. F. Thomas of W. F. Thomas Company, Munsey Building, Washington, and others have purchased through Edmund K. Fox of A. F. Fox Company, 14th street at New York avenue) site 170x144 feet on H street at \$315,000, on which it is planned to erect theater and hotel; former to have seating capacity of about 3000; under each chair will be open pipe carrying air that has been clarified in special chamber provided for the purpose, connected with outer air; dressing-rooms each with hot and cold water and bath accommodations, will be provided for players; basement will contain banquet hall, skating rink, etc.; cost of two structures estimated at \$450,000. (See "Hotels.")

Wichita Falls, Texas.—Wichita Falls Opera-House Co. awarded contract for opera-house mentioned in March; price \$28,000; seating, scenery, plumbing, lighting, etc., not included in general contract; total cost to be \$36,000.

Yazoo City, Miss.—D. Wolerstein and associates awarded contract to B. H. Christian Construction Co., Akron, Ohio, to erect opera-house in Yazoo City; three stories, 60x128 feet; stage, 36x66 feet; proscenium arch, 32x28 feet; rigging loft, 56 feet high; boiler-room, containing heating apparatus, 18x14 feet; main floor seating capacity, 470; balcony, 330 seats; fire apparatus; 525 electric lights; J. K. Javens of the company will superintend construction; work to be completed in September. (Recently incorrectly mentioned.)

WAREHOUSES

Atlanta, Ga.—Candler Warehouse Co., recently reported incorporated with \$10,000 capital stock by Asa G. Candler and others, has had plans prepared by George E. Murphy of Atlanta for remodeling building at cost of about \$35,000; elevator will be installed.

Ayden, N. C.—Ayden Tobacco Warehouse Co. incorporated with \$25,000 capital stock by J. R. Smith Company, J. J. Edwards & Son, E. Turner & Son and others.

Baltimore, Md.—Standard Oil Co. contemplates building warehouse on north end of Pier No. 2, and it is reported Haskell & Barnes, 301 North Charles street, Baltimore, will prepare plans; Frank C. Barnes, purchasing agent, 906 Maryland Trust Building, Baltimore, in charge of company's construction work; New York offices 26 Broadway.

Brandon, Miss.—Planters' Gin Compress Co. will build cotton warehouse 125x200 feet; one story; also 22x70-foot ginhouse and 25x100-foot seedhouse; mill construction; automatic sprinklers; fire pump and hose; will install 60-lamp dynamo for lighting and ginning machinery, which has been contracted for; buildings and machinery to cost \$35,000; company will be its own contractor; Wm. H. Turcotte, engineer in charge. (Lately mentioned.)

Houlika, Miss.—Farmers' Union Warehouse Co., incorporated with \$10,000 capital stock by Edward Gillen, N. D. Lantrip and W. J. Green.

Jacksonville, Fla.—Dr. J. H. Durkee will erect corrugated-iron warehouse 95x339 feet, and brick office building adjoining 16x27 feet; T. J. Brown, contractor; Merchants' Warehouse Co., lessee.

Kansas City, Mo.—Buick Automobile Co. will erect three-story brick warehouse 72x95 feet; cost \$36,000.

Smithville, Texas.—Farmers' Union will erect warehouse; F. H. Tally, chairman of committee.

Stevens, Miss.—Lowndes County Farmers' Union will erect cotton warehouse; plans and construction by G. H. Meyer, Jackson, Miss.; building 90x180 feet; brick foundations and center wall; cost \$5000; company recently noted as "Stevens Bell Warehouse Co." (See "Machinery Wanted.")

Taylor, Texas.—Taylor District Farmers' Union, J. N. B. Williams, president, will rebuild warehouse burned in December.

Wadsworth, Tex.—B. H. Ryman, Mata-Gorda, Texas, awarded contract to E. C. Baker, Bay City, Texas, for erection of warehouse 96x216 feet; 14-inch walls; ordinary construction; concrete foundation; cost \$8000; capacity, 30,000 sacks rice; architect, J. E. Large, Bay City, Texas. (Lately mentioned.)

RAILROAD CONSTRUCTION

RAILWAYS

Alexander, W. Va.—The Alexander & Eastern Railroad Co., lately incorporated to build from Alexander to Elkins, W. Va., 25 or 30 miles, has the following incorporators: John B. Hart, Charles M. Hart, O. A. Awnan, E. B. Templeman and Osman E. Swark, all of Clarksburg, W. Va.

Altus, Okla.—Construction is reported begun near Altus on the Altus, Roswell & El Paso Railroad, and four miles of grade are completed. There are 50 teams at work. Ed Kennedy of Houston, Texas, with branch office at Altus, Okla., and others are interested.

Bainbridge, Ga.—The Manufacturers' Record is informed officially that the Bainbridge Northeastern Railroad projected from Bainbridge to Pelham, Ga., about 36 miles, now has 18 miles of line constructed. There is no arrangement for completion, as the property is in the hands of a receiver—J. M. Wilkinson of Valdosta, Ga.

Bogalusa, La.—Referring to the report that the Great Southern Lumber Co. would build 20 miles of additional logging railroad, Mr. W. H. Sullivan, general superintendent, writes the Manufacturers' Record that the company has not decided to operate any additional railroad at this time.

Bristol, Tenn.—The Manufacturers' Record is informed by an officer of the Virginia & Southwestern Railway that no plans have yet been settled for building a line from Clinchport to Tom's Creek, Va. Several years ago surveys were made and considerable right of way obtained. E. S. Fraser of Bristol, Tenn., is chief engineer.

Brookings, Ark.—The Brookings & Peach Orchard Railroad Co. has been incorporated with \$6000 capital to build and operate a line three miles long from Brookings to Moilus, connecting with the Iron Mountain Railroad. The incorporators are Henry Quellmalz, H. H. Quellmalz and Arthur Quellmalz, all of St. Louis, Mo.; Henry F. Pirtle of Delaplane, Ark.; Joseph Nester and W. D. Polk of Conway, Ark., and W. J. Brown of Brookings, Ark.

Camilla, Ga.—The Georgia Railroad Commission has authorized the Georgia, Alabama & Western Railroad Co. to issue \$500,000 of capital stock to build its proposed line from Camilla via Newton to Fort Gaines, Ga., 60 miles. Much grading has been done. G. L. Wade and others of Camilla are interested; also C. V. Sprinkle of Vincennes, Ind.

Checotah, Okla.—An official is reported as saying that the Fort Smith, Checotah & Shawnee Interurban Railway Co. proposes to let construction contracts as soon as the permanent survey and the right of way are financed. Line is to run from Fort Smith, Ark., to Shawnee, Okla., about 160 miles. R. B. Hutchinson is president and R. O. Smith vice-president and manager at Checotah, Okla.

Collinsville, Okla.—The Cherokee Belt & Interurban Railway Co. is reported to be making preliminary survey and will begin construction about October 1. Line to be standard gauge, about 45 miles long, from Skiatook via Collinsville and Claremore to Pryor Creek, Okla.; contracts not yet awarded; capital \$500,000. E. Bachman of St. Louis is president; F. E. Montel, Kansas City, Mo., vice-president and general manager; J. R. Caudley, secretary; E. Pease, treasurer, and Arthur E. Lepp, superintendent, all of Collinsville, Okla.

Fairmont, W. Va.—An officer of the Alleghany Coal Railroad Co. is quoted as saying that construction is deferred for its proposed line from Fairmont via Clarksburg to Jar-Visville, W. Va., 45 miles. F. S. Landstreet, No. 1 Broadway, New York, and others of that city are the incorporators. J. W. Galbreath of Baltimore, Md., is chief engineer.

Fairmont, W. Va.—F. D. Blodgett & Co. of Wheeling, W. Va., are reported to be contractors on the proposed Fairmont & Mannington Electric Railway, on which construction will be resumed. Line will be 16 miles long. Grading is practically finished and five miles of track are laid. Thomas Fleming is president and S. Miller chief engineer at Fairmont, W. Va.

Florence, Texas.—Reported that a survey will be made by Thomas Moore of Austin, Texas, for an interurban electric railway from Florence via Cornhill to Bartlett, Texas, about 20 miles.

Gould, Ark.—An official informs the Manufacturers' Record that the extension of the Gould Southwestern Railway will connect Gould, on the Iron Mountain Railroad, with Star City, Ark., about 20 miles. Engineer Buchanan of Little Rock is in charge.

Groveton, Texas.—The Texas Northern Railway Co. is reported chartered with \$50,000 capital to build a line from Groveton northeast to Lufkin, Texas, about 36 miles; headquarters at Groveton. The incorporators are William T. Joyce, D. J. Batchelder, R. C. Hitchcock, L. P. Atmar, J. C. Anderson, P. A. McCarthy, W. C. Trout, H. M. Garwood, Edwin B. Parker and C. R. Wharton.

Houston, Texas.—Concerning the report that the company had issued bonds, an officer of the Trinity & Brazos Valley Railway informs the Manufacturers' Record that the road does not contemplate building any new line.

Indiana, Miss.—An officer of the Yazoo & Mississippi Valley Railroad (Illinois Central System) informs the Manufacturers' Record that he does not know of any project by that company for a new line north and south through Indiana, Miss. This denies a recent press report.

Lauderdale, Miss.—J. E. Taitt of Lauderdale, Miss., is reported as saying that the Lauderdale & Northwestern Railroad Co.

proposes an extension of eight miles from Lauderdale to Kemper Springs. Work is being done by the company. It is a logging road.

Leesville, La.—The Alexandria, Leesville, Lufkin & Western Railway Co. is reported to have organized with the following officers: Michael O'Brien, president; Thomas C. Wingate, first vice-president; J. J. Hicks, second vice-president; W. K. Ferguson, third vice-president; G. H. Schwitzer, secretary; J. E. Duff, treasurer. D. M. Sholars is counsel at Leesville and H. H. White is counsel at Alexandria. Line is to connect Alexandria and Leesville, La., and Lufkin, Texas.

Middlebourne, W. Va.—Reported that V. R. Coon of Louisville, Ky., is contemplating the construction of a railroad from Middlebourne to New Martinsville, W. Va., and citizens of the two towns, it is understood, are considering his propositions.

New Orleans, La.—The New Orleans & Southern Railway Co., which has leased the New Orleans, Fort Jackson & Grand Isle Railroad, will, it is stated, build a branch of 13 miles from Myrtle Grove (25 miles from New Orleans) to the head of Barataria bay. Connection with Grand Isle will be made by boat, 12½ miles. A canal will also be built. Arthur Kennedy of New York is president; headquarters at New Orleans.

Norfolk, Va.—According to a report from New York, H. H. Rogers, who is backing the Virginian Railway, will issue \$17,000,000 of notes, of which about \$7,000,000 will be used to complete construction of the road and its terminals, the remainder to be set aside to retire an issue of \$10,000,000 made about a year ago. H. Fernstrom is chief engineer at Norfolk, Va.

Ochiltree, Texas.—A movement is reported under way to build a railroad through Ochiltree county. Among those interested are George M. Perry, George F. Perry and J. L. Dodson. The American Engineering Co. of Indianapolis, Ind., is said to be considering plans to build the road.

Oklahoma City, Okla.—The Oklahoma, El Reno & Shawnee Rapid Transit Railway Co., capital \$1,500,000, has been incorporated to build a line connecting the three points named. The incorporators are Charles A. Huber, president; J. A. Niblo, W. M. Sawyer and S. L. Niblo of Oklahoma City, and Chas. E. Davis of Lugert, Okla. Construction is to begin August 1.

Paducah, Ky.—Reported that the Royal Investment Co., 605 Globe Building, Minneapolis, Minn., will let grading contracts and purchase material for the Kentucky & Ohio River Interurban Railroad. The Western Engineering & Construction Co., at the same address, is the general contractor. Joan J. Freudlich, Paducah, Ky., is general manager for the railroad.

Paducah, Ky.—The Paducah Northern Railroad has been granted a franchise in the city, as has also the Paducah & Cairo Interurban Railway, the Mayor having approved the ordinances.

Port Arthur, Texas.—The Port Arthur, Beaumont & Waco Air Line Railway is projected to connect the three points named, those interested being John W. Gates, R. C. Duff, J. F. Keith, William Weiss, J. N. Gilbert, R. A. Greer, C. T. Heisig and B. R. Norvell, all of Beaumont, and others of Port Arthur. Mr. Gates is reported as saying that the road will be built and he expects construction to begin within three months.

Roscoe, Texas.—The Roscoe, Snyder & Pacific Railway is reported to have completed and put in operation its line from Roscoe to Snyder, 32 miles.

Spartanburg, S. C.—C. Flounoy is reported to be organizing and financing a company to build a railroad from Tryon, N. C., to Spartanburg, S. C. New York capital is said to be interested.

Valdosta, Ga.—J. M. Turner, general manager of the Georgia & Florida Railway, is reported as saying that practically all the line of 35 miles from Valdosta to Nashville, Ga., has been graded, and track will be laid within 60 days.

Washington, D. C.—The Southern Railway's new issue of three-year 6 per cent. notes to the amount of \$15,000,000 will be mainly devoted, according to a report from New York, to continuing construction plans, only about \$3,000,000 being used to retire a previous issue. W. H. Wells is engineer of construction at Washington, D. C.

STREET RAILWAYS

Dallas, Texas.—The Dallas Consolidated Electric Street Railway is reported to be making preliminary survey for its proposed extension along the West Dallas pike. M. M. Pinney is general manager.

Fayetteville, N. C.—The Fayetteville Street

Railway & Power Co. is reported to have completed financial arrangements to build the proposed extension to Hope Mills. W. D. McNeill is president.

Morgantown, W. Va.—The South Morgantown Tracton Co. is reported to have let a contract to Frank Alfieri to extend its line two miles to the old poorhouse farm.

Washington, D. C.—The Washington Railway & Electric Co. is reported, will make extensive improvements and add to its equipment. H. W. Fuller is general manager.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—Crystal Ice Co., Walter T. Maynard, manager, Americus, Ga., wants prices on air compressor.

Automobile Supplies.—Automatic Vacuum Street Sweeper Co., Box 518, Atlanta, Ga., will need prices on automobile supplies.

Bathroom Fixtures.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on fixtures for closet and bath.

Bathrooms.—See "Plumbing."

Blacksmith Tools.—See "Machine-shop Equipment."

Boiler.—R. B. Whitley, Wendell, N. C., will buy 150-horse-power high-pressure boiler in June.

Boiler.—Propst Contracting Co., Charlotte, N. C., in market for 8 to 12 horse-power engine and boiler.

Boiler.—Bedford Can Co., Bedford City, Va., wants 25-horse-power boiler and engine.

Boiler.—M. Moskovitz, 315 North Main street, Memphis, Tenn., wants 10-horse-power upright boiler.

Boiler.—See "Laundry."

Boiler.—Spalding Bros., Martinsburg, W. Va., wants prices on 30 to 40-horse-power boiler.

Boiler.—C. S. Gadsden, chairman of committee, Charleston, S. C., will receive bids until May 27 for masonry work and installation of heating boiler at South Carolina Military Academy, Charleston; plans obtainable at office of architects, Todd & Bellson, Exchange Banking & Trust Co., Building, Charleston.

Bowling Alleys.—M. W. Duvall, Cheraw, S. C., wants addresses of manufacturers of bowling alleys.

Box Machinery.—W. H. Erwin, Franklin, La., wants prices on saws, edgers, box presses, planers, etc., for box and crate manufacturing.

Brick.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on brick.

Bridge Construction.—Bids will be received until May 29 at office of Bunn & Sprull, Rocky Mount, N. C., for construction of two steel bridges across Tar river; plans and specifications obtainable from W. E. Jeffreys, chairman County Board of Commissioners, Rocky Mount, N. C.

Builders' Supplies.—Wm. M. Cooper & Bro., 112 North Division street, Salisbury, Md., want to correspond with manufacturers of lime, cement and other builders' supplies.

Building Material.—E. C. Boswell, Hartford Sash & Door Manufacturing Co., Hartford, Ala., wants prices on all kinds of building material.

Building Materials.—W. B. McLean, R. F. No. 4, Asheville, N. C., wants prices on building materials for cannery.

Building Materials.—Edw. Young Clarke, treasurer Congregational Methodist Publishing House, Atlanta, Ga., wants prices on building materials for \$50,000 four-story fire-proof printing and publishing building.

Building Materials.—Navy Department, Washington, D. C., will open bids June 6 for granite and for iron and copper cornices work and lantern gables for power-house at U. S. Naval Academy, Annapolis, Md. Blank forms of proposal and specifications will be fur-

nished and plans may be seen on application at U. S. Naval Academy, Annapolis, Md., or at office of Ernest Flagg, architect, 35 Wall street, New York; set of drawings may be obtained at architect's office by depositing \$5; Truman H. Newberry, acting secretary.

Building Materials.—Robt. W. Simms, Jacksonville, Fla., wants prices on building materials.

Caboose.—See "Railway Equipment."

Cannery Equipment.—W. B. McLean, R. F. No. 4, Asheville, N. C., wants prices on cannery equipment; fruit and vegetables; 10,000 to 25,000 cans capacity.

Canning Machinery.—Locust Hill Farm, North Augusta, S. C., wants prices on canning machinery for peaches, tomatoes, etc., from manufacturers and dealers near Augusta, Ga.

Cement.—See "Builders' Supplies."

Concentrator.—Propst Contracting Co., Charlotte, N. C., in market for concentrator (Snodgrass) for gold mine; also 8 to 12 horse-power engine and boiler.

Construction Work.—Piedmont Park Co., Wm. N. Reynolds, president, Winston-Salem, N. C., invites bids for constructing racetrack, moving 32,000 yards earth, etc. Plans and specifications may be had by sending \$5 check to president. J. N. Ambler is engineer in charge.

Conveying Machinery.—Merchants' Warehouse Co., Jacksonville, Fla., wants conveying machinery for freight.

Corn Mills.—John R. Millings, Savannah, Ga., wants prices on corn mill; stone mill preferred; electric power.

Cotton Machinery.—R. B. Whitley, Wendell, N. C., will possibly be ready to buy 300-spindle equipment by August.

Cotton Machinery.—See "Looms."

Cottonseed Products.—Thos. C. Watts, manager, Jasper, Fla., wants information on the manufacture of oil and other cottonseed products.

Crane.—O. R. Whitney, 39 Cortlandt street, New York, wants 15-ton locomotive crane with 35-foot boom, suitable for shifting cars in railway yard and for unloading vessels; to handle clam-shell or orange-peel bucket; good second-hand machine needed, in vicinity of New York.

Dredging, etc.—Bids will be opened June 13 at Bureau of Yards and Docks, R. C. Holleyday, chief, Navy Department, Washington, D. C., for dredging, diking and filling at naval station, Key West, Fla. Plans and specifications can be obtained on application to bureau or to commandant of naval station named.

Dredging, Filling, etc.—Cramp Dry-Dock Co. of Norfolk, Va., is asking bids on dredging, filling, bulkheading, etc. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York.

Dry-docks.—Cramp Dry-Dock Co. of Norfolk, Va., is asking bids on two marine railway dry-docks. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York.

Electric Fixtures, etc.—Telfair W. Marriott, 223 North Charles street, Baltimore, Md., wants prices on electric wiring and fixtures.

Elevators.—Prof. N. C. Curtis, Alabama Polytechnic Institute, Auburn, Ala., wants prices on 5x6 passenger and 8x10 freight electric elevators.

Dusters (Hemp).—Fred Tiblier, 836 Poydras street, New Orleans, La., wants addresses of hemp-duster manufacturers.

Electrical Work.—See "Heating Equipment."

Electric Cable.—Bids will be opened May 27 to furnish and lay primary and secondary electric cable at Washington Barracks, D. C.; W. H. Rose, First Lieutenant, Engineers, Quartermaster.

Electric Conduits and Wiring.—Contract will be awarded June 18 for electric conduits and wiring, heating apparatus and plumbing for United States postoffice and courthouse to be erected at Houston, Texas; James Knox Taylor, Treasury Department, Washington, D. C., supervising architect. (See "Miscellaneous Structures.")

Electric-light Plant.—W. A. Erwin, Franklinton, La., wants estimates on electric-light plant.

Elevator.—M. Moskovitz, 345 North Main street, Memphis, Tenn., wants chain elevator for two-story and basement bakery building; basement, 8 feet 4 inches; first floor, 11 feet 3 inches; second floor, 10 feet 3 inches.

Elevator.—Gresham Manufacturing Co., Griffin, Ga., wants prices on hand elevator to run two stories.

Elevator Machinery.—See "Grain Elevator."

Elevators.—Edward Young Clarke, treas-

urer C. M. Publishing House, Atlanta, Ga., wants prices on freight and passenger elevators.

Engine.—See "Gasoline Engine."

Engine.—See "Laundry."

Engine.—See "Gasoline Engine."

Engine.—Bedford Can Co., Bedford City, Va., wants 25-horse-power boiler and engine.

Engine.—H. A. Rankin, Mints, N. C., wants 35 to 40-horse-power center-crank engine; second-hand.

Engine.—R. B. Whitley, Wendell, N. C., will buy 100-horse-power engine in June.

Engine and Boiler.—Propst Contracting Co., Charlotte, N. C., in market for 8 to 12 horse-power engine and boiler.

Engines.—See "Gasoline Engines."

Fire-department Equipment.—Apalachicola Fire Co., Apalachicola, Fla., wants 25 metal caps, 25 oilcoats, 25 pairs rubber boots, hose and ladder wagon, etc.

Fire Equipment.—S. B. Hamer, Mayor, Huntington, W. Va., wants combination hosecart and chemical engine.

Fire Escapes.—Telfair W. Marriott, 323 North Charles street, Baltimore, Md., wants estimates on fire escapes.

Flooring.—David Jennings, Greenville, S. C., wants prices on hardwood flooring for residence.

Foundry Companies.—See "Machinery."

Gasoline Engine.—W. A. Erwin, Franklinton, La., wants prices on gasoline engine.

Gasoline Engine.—Bebe Tanning Co., Beebe, Ark., wants gasoline engine; about 10 horse power.

Gasoline Engines.—Automatic Vacuum Street Sweeper Co., Box 518, Atlanta, Ga., will need prices on gasoline engines.

Grain Elevator.—Merchants' Warehouse Co., Jacksonville, Fla., wants grain elevator.

Grist Mill.—I. J. Timrey, secretary Farmers' Gin Co., Charlie, Texas, wants prices on grist mill.

Hardware.—David Jennings, Greenville, S. C., wants prices on brass mission hardware for residence.

Heating Equipment.—Board of Education of Beaver Pond District, E. L. Bowman, secretary, Bluefield, W. Va., will award contract May 27 for heating and ventilating of school building to be erected. (See "Schools.")

Heating Equipment.—M. W. Ewell, Mayor, Myersburg, Tenn., invites bids until June 10 for steam heating, plumbing and electrical work for addition to school building; certified check, \$150. (See "Schools.")

Heating Plant.—Institute for the Blind, Dr. W. S. Sims, superintendent, Jackson, Miss., will open bids June 3 for hot-water heating plant; probable cost \$4000.

Heating Plant.—Telfair W. Marriott, 323 North Charles street, Baltimore, Md., wants estimates on hot water system for heating.

Heating Plant.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on heating plant for \$8000 residence.

Heating Plant.—David Jennings, Greenville, S. C., wants prices on steam-heating plant for \$6000 residence.

Ice Machinery.—J. S. Hartzell, Cheraw, S. C., wants prices on ice machinery.

Ice Plant.—W. A. Erwin, Franklinton, La., wants estimates on ice plant.

Iron-bed Machinery.—Credit Clearing-House, English-American Building, Atlanta, Ga., wants to correspond with manufacturers of machinery for making iron beds.

Iron Steps and Stairways.—R. S. Blackburn Smith, Berryville, Va., wants addresses of manufacturers of iron steps and stairways.

Jewelry Machinery.—J. J. Sweeney Jewelry Co., Houston, Texas, will want prices on jewelry-manufacturing machines.

Key seating Machine.—T. H. Brumback, Stanleytown, Va., wants new or second-hand key-seating machine for cutting key-seats in cog gearing; three-inch holes.

Knitting Machinery.—A. R. Robinson, Alexander City, Ala., wants prices and full information on hosery knitting machinery.

Laundry.—Quartermaster, U. S. Marine Corps, Washington, D. C., recently noted to invite sealed proposals for laundry at Norfolk Navy Yard, includes request for prices on 25-horse-power boiler, 15-horse-power engine, hot-water heater, automatic pump and laundry machinery. Address Col. F. L. Denney.

Lead Wool.—Sobel Bros., 508 West Bay street, Jacksonville, Fla., wants to correspond with manufacturers of lead wool.

Levee Work.—Mississippi River Commission, first and second districts, U. S. Engineer Office, Room 20, Custom-house, Memphis, Tenn., will open bids June 10 for about 265,000 cubic yards of levee work in Upper St.

Francis levee district; William D. Connor, Captain, Engineers.

Lime.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on lime.

Lime.—See "Builders' Supplies."

Lock and Dam Construction.—Bids will be opened at U. S. Engineer Office, Clarke S. Smith, Captain, Engineers, Vicksburg, Miss., for building lock and dam No. 2 in Ouachita river at Harrisonburg, La.; information on application.

Looms.—Thakurdas Khinornj & Co., the Krishna Mills, Benwar, India, want to buy 50 power looms. Copy of specifications can be obtained by addressing the Manufacturers' Record.

Lumber.—Cramp Dry-Dock Co. of Norfolk, Va., is asking bids on lumber, piles, etc. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York.

Lumber.—Board of Commissioners of Port of New Orleans, Hugh McCloskey, president, Hibernal Bank & Trust Co. Building, New Orleans, La., will open bids June 9 for furnishing, treating and delivering piling and lumber required for one year from date of contract; deposit, \$2000; bond, \$10,000. Specifications, proposal forms, etc., on file at office of A. C. Bell, engineer, Hibernal Bank & Trust Co. Building, by whom full sets will be furnished on deposit of \$10 each.

Masonry Work.—See "Boiler."

Machine Tools.—See "Key-seating Machine."

Machinery.—Power Coke Puller Manufacturing Co., A. D. Branham, Roanoke, Va., wants to let contract for specially built machines.

Machine-shop Equipment.—Cramp Dry-Dock Co. of Norfolk, Va., is asking bids on equipment for machine shop. Bidders must apply to Jas. Stewart & Co., 135 Broadway, New York.

Machinery.—Wm. M. Cooper & Bro., 112 North Division street, Salisbury, Md., want to correspond with manufacturers of machinery.

Mantels.—Marshall M. Gilliam, Richmond, Va., wants prices on mantels for six or seven rooms.

Metal Shingles.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on tin shingles.

Mining-car Supplies.—Central Coal Co., Pineville, Ky., wants mining car supplies.

Miscellaneous Equipment.—Bids will be received at office of H. F. Hodges, General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until June 8 for furnishing shop machines, pumps, electric motors, iron and steel pipe and fittings, lead pipe, valves, indicator stands, brass pipings, attachments for sanitary fixtures, etc. Blanks and general information relating to Circular No. 442 obtainable from above office or offices of assistant purchasing agents, 21 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal., and 410 Chamber of Commerce Building, Tacoma, Wash.; also from U. S. Engineer office in following cities: Los Angeles, Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville and Mobile.

Motor-truck Supplies.—Automatic Vacuum Street Sweeper Co., Box 518, Atlanta, Ga., will need prices on motor truck supplies.

Oil-mill Machinery.—See "Cottonseed Products."

Ornamental Terra-cotta.—Prof. N. C. Curtis, Alabama Polytechnic Institute, Auburn, Ala., wants prices on ornamental terra cotta.

Paper-box Machinery.—Imperial Chemical Co., Johnson City, Tenn., wants addresses of makers of machinery for filling and sealing paper boxes.

Paving.—Julian Smith, City Engineer, Selma, Ala., will receive bids until June 22 for paving Water street with brick and curbing same with granite; paving Broad street with asphalt and brick and curbing same with artificial comlined curb and gutter; specifications on file at above office.

Paving.—Baltimore (Md.) Board of Awards, care of J. Sewell Thomas, City Register, will receive bids until May 27 to grade, curb, gutter and pave with vitrified brick, sheet asphalt, asphalt blocks or bitulithic, 30th street, from Charles to St. Paul streets; specifications and proposal sheets furnished on application to office of Commissioners for Opening Streets, James H. Smith, president, Hoen Building, where plans and profiles can be seen.

Paving.—W. J. Campbell, City Clerk, Atlanta, Ga., will receive bids until June 1 for repaving Forsyth and Alabama streets with creosoted wooden blocks; about 3200 square yards; certified check, \$500; R. M. Clayton, City Engineer.

Paving.—City of Knoxville, Tenn., will

open bids May 22 for paving with brick, asphalt, bitulithic or asphaltic concrete pavements, about 10,000 square yards of streets embraced in Improvement Districts Nos. 19 to 29, inclusive; plans and specifications on file with S. D. Newton, City Engineer.

Paving and Macadamizing.—Capt. H. L. Pettus, Quartermaster, Walter Reed Army General Hospital, Takoma Substation, Washington, D. C., will receive bids until June 15 for constructing macadam roads, asphalt-block pavements, bitulithic pavements, concrete walks, concrete curbing, brick gutters and crossings, catch-basins and drains on Walter Reed Army General Hospital Reservation; plans, specifications, blank proposals, etc., furnished on application.

Paving and Sewer Construction.—City of Vicksburg, Miss., will receive sealed proposals until June 1 for paving with vitrified brick, bitulithic and asphalt, and for seweraging Mulberry street from Grove to Depot street, Clay street from Washington to First North street, and South street from Washington to Locust; plans and specifications obtainable from H. J. Trowbridge, city clerk; bids to be separate for each street; P. M. Harding, Acting Mayor.

Piping.—Bids will be received until June 6 at office of Henry B. F. MacFarland, Henry L. West and Jay J. Morrow, Commissioners District of Columbia, 43 District Building, Washington, D. C., for furnishing cast iron water piping. Forms, specifications, etc., can be obtained at office named.

Plumbing.—Telfair W. Marriott, 323 North Charles street, Baltimore, Md., wants estimates on plumbing, about a dozen bath-rooms, etc.

Plumbing.—Treasury Department, office of Supervising Architect, James Knox Taylor, Washington, D. C. Sealed proposals will be received until June 16 for installation of plumbing, gaspiping, etc., in extension to U. S. Postoffice and Courthouse, Fort Worth, Texas. In accordance with drawings and specification, copies of which may be had at this office or at office of custodian at Fort Worth, at discretion of architect.

Plumbing.—Prof. N. C. Curtis, Alabama Polytechnic Institute, Auburn, Ala., wants prices and catalogues on plumbing for agricultural building.

Plumbing.—See "Heating Equipment."

Pool Tables.—M. W. Duvall, Cheraw, S. C., wants addresses of manufacturers of pool tables.

Power Hammer.—See "Steam Hammer."

Pump.—See "Laundry."

Pump.—Planters' Gin-Compress Co., Brandon, Miss., wants prices on fire pump, steam or gasoline; two one-inch nozzle streams.

Pump.—Crystal Ice Co., Walter T. Maynard, manager, Americus, Ga., wants prices on deep-well pump.

Pumping Station.—J. B. Winslett, City Secretary, Dallas, Texas, will receive bids until June 1 for erection of pumping station.

Plans and specifications on file in office of C. A. Gill & Son, architects, Dallas; certified check, \$1000.

Railway Equipment.—A. V. Kaiser & Co., 739 Drexel Building, Philadelphia, Pa., in market for three or four standard gauge coaches.

Railway Equipment.—Jos. E. Bowen, Norfolk, Va., in market for 8 or 10 35 to 46-foot 60,000-pound capacity overhauled or new flat cars.

Road Construction.—Wythe County Board of Supervisors, James H. Metcavock, chairman, Wytheville, Va., will open bids June 1 for grading and macadamizing road at Kent's Railroad Crossing. Plans and specifications on file at office of Clerk of Wythe county; certified check, \$250.

Road Roller.—Southern Machinery & Equipment Co., National Exchange Bank Building, Lynchburg, Va., wants 10-ton steam road roller; second-hand.

Roofing.—H. L. McFarland, No. 88, Station A, Chattanooga, Tenn., wants prices on slate roofing.

Sash Machinery.—E. C. Boswell, Hartford Glass & Door Manufacturing Co., Hartford, Conn., wants prices on sash machinery.

Saws.—W. A. Erwin, Franklinton, La., wants saws. (See "Box Machinery.")

Saws.—Lonaconing Construction Co., East Main street, Lonaconing, Md., wants second-hand cut-off saw and hand saw.

Scales.—B. A. Ryman, Matagorda, Texas, wants scales for rice warehouse.

Scales.—J. W. Bailey, Caledonia, Miss., wants platform scales.

Scales.—Planters' Gin-Compress Co., Brandon, Miss., wants prices on railroad track scales; second-hand considered.

Screen Manufacturers.—Worthington Rol-

ler Screen Co., 114 East Baltimore street, Baltimore, Md., wants to let contract for manufacture of roller and lift screens.

Sewer Construction.—See "Paving."

Sewer Construction.—City of Winston, N. C., invites bids for construction of sanitary sewers in Liberty-street district; approximately two miles sewers, 6-inch to 12-inch, with all appurtenances; plans and specifications obtainable from City Engineer; certified check, \$300; O. B. Eaton, Mayor; J. N. Ambler, City Engineer.

Sewer Construction.—City of Louisville, Ky., will receive sealed proposals until May 27 for construction of Cave Hill Cemetery sewer and drain; contract No. 7 of comprehensive system of sewerage; drain of reinforced concrete, 5 feet 2 inches wide by 4 feet 11 inches high, 1700 feet long, and 2 feet 3 inches wide by 2 feet 7 inches high, 1440 feet long, including outlet structure and connecting chamber, and vitrified pipe sewer 12 inches in diameter, 1700 feet long and 10 inches in diameter, 1440 feet long; 2155 linear feet excavation; 1000 cubic yards concrete; 56,500 pounds reinforcing steel bars; plans and specifications at office of Commissioners and of consulting engineer, Harrison P. Eddy, 14 Beacon street, Boston, Mass.; bids to be endorsed "Proposals for Cave Hill Cemetery Sewer and Drain," addressed to Commissioners of Sewerage, 603 Equitable Building, Louisville, Ky.; certified check; P. L. Atherton, chairman; Chas. P. Weaver, secretary and treasurer; J. B. F. Breed, chief engineer.

Shingles.—David Jennings, Greenville, S. C., wants prices on cedar or cypress shingles for residence.

Shale.—See "Roofing."

Soap Molds.—D. E. Dunlap, Melville, La., wants addresses of manufacturers of soap molds and vats.

Speaking tubes.—Telfair W. Marriott, No. 323 North Charles street, Baltimore, Md., wants prices on speaking tubes.

Stains.—Fort Worth Builders' Supply Co., Fort Worth, Texas, wants addresses of manufacturers of pecora mortar stains.

Steam Hammer.—Lane Bros. Company, Alavista, Va., want Beaudry or Bradley steam-power hammer; for four-inch iron.

Stucco.—H. L. McFarland, No. 88, Station A, Chattanooga, Tenn., wants prices on stucco work for \$3500 dwelling.

Tank and Tower.—Planters' Gin Compress Co., Brandon, Miss., wants prices on 30,000-gallon water tank and tower; 40-foot elevation.

Tanning Machinery.—Bebe Tanning Co., Beebe, Ark., wants leather roller, splitter, breaker and smoothing stone.

Terra-cotta.—See "Ornamental Terra-cotta."

Tile Flooring.—Mrs. J. W. Sandeford, Midville, Ga., wants prices on tile flooring.

Trucks.—B. A. Ryman, Matagorda, Texas, wants five large trucks for rice warehouse.

Tufting Machine.—Dover & Hoffman Company, 339 Decatur street, New Orleans, La., wants prices on tufting machine.

Vats.—D. E. Dunlap, Melville, La., wants addresses of soap-vat manufacturers.

Vault Doors and Equipment.—Prof. N. C. Curtis, Alabama Polytechnic Institute, Auburn, Ala., wants prices on vault doors and basket mill.

Veneer Machinery.—Chas. D. Fowler, 508 F street N. W., Washington, D. C., wants prices on machinery for veneer and basket mill.

Venetian Blinds.—Robt. W. Shinn, Jacksonville, Fla., wants venetian blinds for hotel.

Ventilating Apparatus.—See "Heating Equipment."

Water Reservoir.—Baltimore (Md.) Board of Awards, J. Barry Mahool, president, City Hall, will open bids June 10 for construction of high-service reservoir and diversion sewer in connection. Plans and specifications, proposal forms, etc., obtainable from Alfred M. Quick, Water Engineer, on depositing \$5. Approximate quantities: Item No. 1—Excavation from basin, 687,000 cubic yards; excavation cut-off wall trench, 22,000 cubic yards; rolled embankment, 282,000 cubic yards; rolled or puddled clay in trench, 3000 cubic yards; waste, 400,000 cubic yards; reinforced-concrete cut-off wall, 2000 cubic yards; top soil, spread, rolled and seeded, 75,000 square yards; 48-inch reinforced concrete conduit, 1010 linear feet; slope paving, 23,000 square yards; gatehouse substructure; gate vault, Item No. 2—60-inch and 69-inch concrete diversion sewer, 2100 linear feet; 18-inch vitrified pipe drain, 350 linear feet. Certified check for Item No. 1 or Items Nos. 1 and 2, \$5000; certified check for Item No. 2 only, \$500.

Water-works.—See "Pumping Station."

Water-works.—Mayor and City Council, Edmond, Okla., will receive bids, to be opened June 15, on material and machinery for construction of complete system of water-works; to include two 125-horse-power tubular boilers, two duplex steam pumps, one straight-line air compressor, one feed-water heater, two boiler-feed pumps, 25 fire hydrants, 15 water-gate valves and about 250 tons cast-iron pipe. Specifications obtainable from O'Neil Engineering Co., Dallas, Texas, or from City Clerk, Edmond. Only mailed bids received.

Woodworking Machinery.—See "Veneer Machinery."

Woodworking Machinery.—See "Box Machinery."

Woodworking Machinery.—F. J. Wooding, Chatham, Va., wants double-edger.

Woodworking Machinery.—See "Sash Machinery."

Woven Wire.—Jas. W. Wash, Carrollton, Ky., wants addresses of manufacturers of woven-wire fence and other wire goods.

INDUSTRIAL NEWS OF INTEREST

Manufacturers Seeking Agents.

Vollkammer & Co., 1004 Empire Building, Pittsburgh, Pa., want agents to sell their copper coating for steel and iron and other surfaces.

Florida Island Needing Enterprises.

It is stated that Matecumbe Island in Florida needs a general merchandise store, building contractor, boatways, 100-room hotel and other enterprises. The Key Land Co., Quarry, Miami, Fla., can give information.

Jenkins Bros.' Chicago Store.

Jenkins Bros. announce that their Chicago store has been removed from 31-33 North Canal street to larger quarters at 226-228 Lake street, corner of Franklin street. They are the well-known manufacturers of packings and valves.

Herman Nieter, Agent for Drop Forgings.

Herman Nieter, U. S. Express Building, No. 2 Rector street, New York, has been appointed Eastern representative for the Canton (Ohio) Drop Forging & Manufacturing Co., and solicits inquiries for drop forgings.

Robert W. Hunt & Co.

Robert W. Hunt & Co. of Chicago, New York and Pittsburgh have established an office at St. Louis, Mo., in the Syndicate Trust Building. They are also maintaining in St. Louis an analytical, chemical and cement testing laboratory. C. W. Gennett, Jr., is in charge at St. Louis.

Keystone Drillers for Russia.

The Keystone Driller Co. of Beaver Falls, Pa., has received some good orders for its water-well drilling machines to be used in the agricultural districts of Russia, and to be exhibited at St. Petersburg. The machines have 500 feet capacity and are of the ordinary portable and self-moving types.

Abenque Company's Boston Offices.

The Abenque Machine Works of Westminster Station, Vt., has established a store at 17 Oliver street, Boston, Mass., where will be kept in stock a sample line of the company's portable and stationary gas and gasoline engines and other machinery, also repair parts for the Abenque machines.

The Lynn-Superior Company.

The Superior Tool & Supply Co. and the Lynn Filter Manufacturing Co., of Cincinnati, Ohio, have consolidated under the title of the Lynn Superior Company. With increased facilities for manufacturing and marketing, the new company offers its products to buyers throughout the country.

Reinforced Concrete Construction.

The Turner Construction Co., 11 Broadway, New York, has contract for the construction of a factory and warehouse six stories and basement in height, 38x100 feet in plan, of reinforced concrete throughout. This building is for the R. U. Delapena Company, Nos. 39 to 41 Sussex street, Jersey City.

Big Order for Portland Cement.

The Kosmos Portland Cement Co. of Kosmosdale, Ky., has contract for 125,000 barrels of cement to be used in constructing the dam on the Tennessee river near Chattanooga. This is under the supervision of the United States Government, and is one of the largest contracts that has ever been awarded for cement in the South.

Wm. M. Cooper & Bro.

Wm. M. Cooper & Bro. of Salisbury, Md., have established offices at 112 North Division street for general merchandise and brokerage, and will supply the trade of lower Delaware, the Eastern Shore of Maryland and Virginia. They want to correspond with manufacturers of machinery, builders' supplies, lime and cement.

For Concrete Piles.

George A. Kimball, chief engineer of elevated and subway construction for the Bos-

ton Elevated Railway, Boston, Mass., has awarded to the Raymond Concrete Pile Co. of New York and Chicago the contract for placing concrete piles for the foundations of the incline walls at the north approach to the East Cambridge extension of that railway.

Good Contract for Iron Works.

A Southern company has received the contract for furnishing the entire ornamental iron work, as well as all the structural iron and steel work, for the new United States postoffice which is being built at Ocala, Fla. It will also furnish the iron work for the addition to the postoffice at Chattanooga, Tenn. The Atlanta Machine Works of Atlanta, Ga., is the contractor.

A Crocker-Wheeler Announcement.

Herbert C. Petty was elected on May 13 a director of the Crocker-Wheeler Company of Ampere, N. J. Mr. Petty accepted a position in the sales division of the company in January, 1903, and has advanced rapidly to the position of contract manager. The present honor conferred upon him is a recognition of the esteem and confidence which he commands among the stockholders of the company.

Using Berger Manufacturing Co. Products.

J. H. Deering, Candler Building, Atlanta, Ga., district sales agent for the Berger Manufacturing Co. of Canton, Ohio, states that the Berger prong lock studs and expanded metal lath are being used in the construction of the Masonic Temple at Jacksonville, Fla. About 40,000 linear feet of studding and about 5000 yards of lath are required. Mr. Deering made the sale to F. P. Heifner, the building contractor.

Lone Star Brand Portland Cement.

The Texas Portland Cement Co. of Dallas, Texas, has purchased the properties and good-will of the Iola Portland Cement Co. of Texas, including a new Portland-cement plant recently completed and now in full operation with a daily output of 400 barrels. This product is marketed as the Lone Star brand. Every barrel of the cement is to be sold under a guarantee that it will pass Government and other standard specifications. General offices and works at Cement, near Dallas, Texas.

American Process Co. Removal.

The American Process Co., New York city, has removed its offices to No. 68 William street, where large quarters have been secured, enabling the company to give better attention to its customers. The company states that while business for the past six months has not been as heavy as last year, it has had sufficient orders to maintain its organization, and indications are now apparent of normal conditions returning in its especial line, which is the manufacture of digesters, presses and dryers.

Opportunity to Purchase Foundry Equipment.

The American Blower Co. of Detroit, Mich., has purchased the foundry formerly operated at Detroit by the Northwestern Foundry & Supply Co. and will utilize the plant for manufacturing blowers, exhaust fans, engines, heater castings, etc. The Northwestern plant was used for manufacturing finished pipings, bell traps, etc., and the purchaser offers the equipment and a large stock of finished products for sale at low prices. Prompt correspondence will be necessary in order to meet this opportunity.

News of the Wilmington Iron Works.

The Wilmington Iron Works of Wilmington, N. C., is moving its plant from its present location, where it has been for half a century, to the foot of Orange street, on the water-front, with wharf and rail facilities.

In this location the company will be prepared after June 1 to handle any kind of marine and locomotive work. A recent contract received by the Wilmington Iron Works

is to make two large mushroom anchors for Cape Fear dredgeboats. These anchors weigh nearly five tons each, and are said to be the heaviest castings ever made in Wilmington.

Plaster Board for Building.

The Pittsburg Plate Glass Co. has for years been manufacturing wood-fiber plaster under the direction of J. W. Vogelsong, inventor of machines for converting logs into fiber. The advantages of wood fiber have been long recognized, and in the manufacture of plaster board the Pittsburg Plate Glass Co. has employed wood fiber. The value of this substance is that it makes a perfect mix with gypsum, producing an extremely homogeneous structure. There is nothing to flake or peel or crack, and the fiber of wood resists puncture to a high degree. It is an ideal board, and the company intends to introduce it not only as a wall board, but as a fireproof and waterproof protection. The company has arranged to build two factories, at Ford City, Pa., and Venice, Ill., the latter adjoining the present plaster plant. These will be operated under the management of Mr. Vogelsong and will use his patent machinery. The office of the new department of the company will be in the Holland Building, St. Louis, Mo.

Advertising the Burroughs Adding Machine.

Some of the most admirable advertising literature issued during the past several years is that giving publicity to the merits of the Burroughs adding machine, manufactured by the Burroughs Adding Machine Co. of Detroit, Mich. Besides the display cards in numerous publications throughout the country, the company has distributed large numbers of leaflets, brochures, pamphlets, etc., all of uniform excellence as to illustration, letterpress, explanatory text and other details. E. St. Elmo Lewis is the company's advertising manager and author of the publications mentioned. He is also in demand as a public speaker, and has recently spoken before the Publicity Club of Minneapolis, the Springfield (Ill.) Business Men's Organization, the Ben Franklin Club of Chicago and other organizations. Next fall Mr. Lewis is to speak before chapters of the American Institute of Banking.

Large Order for Asbestos.

The asbestos contract of the H. W. Johns-Manville Company of New York for pipe covering for the Great Southern Lumber Co. at Bogalusa, La., aggregates material requirements that will constitute three carloads. The contract includes the covering for two main boiler headers, one 24-inch and one 16, and two heaters and four separators, with two layers of one-inch blocks, joints broken, 10-ounce canvas sewed on. All the steam pipes connected with the plant, the return pipes and such pipes returning hot water are covered with the same material of a standard thickness. The cold-water lines in the boiler and engine room have a covering suitable for the purpose—standard wool felt, tar paper lined—to prevent the pipes from sweating. The contract is being executed on the plans and specifications furnished by George U. Borde, engineer, New Orleans, La., who laid out the entire piping and electrical work for the plant. The work is being done under the supervision of P. F. Striegan of the New Orleans office of the H. W. Johns-Manville Company.

New Power Equipment for Youngstown Mill.

The Youngstown (Ohio) Sheet & Tube Co. lately placed a contract with the Allis-Chalmers Company, Milwaukee, Wis., for three large motor-generator sets for operation in connection with two 1500-kilowatt Allis-Chalmers steam turbines and generators ordered some time ago. This equipment will include two induction motor exciter sets, a balancer and transformers of oil-filled, self-cooled type. The main motor generator sets each comprise 500-kilowatt 250-volt direct-current generators and 750-horse-power 6000-volt 25-cycle motors. This addition gives the plant electricity for lights, crane operation, furnace skip, etc. The added power, to provide which practically a new power-house was required, was rendered necessary by the erection of two new blast furnaces. One turbine is designed to operate condensing and one non-condensing, with steam pressure of 150 pounds per square inch. The exhaust from the non-condensing turbine is to be utilized for heating boiler-feed water in an open-type heater. Julian Kennedy of Pittsburg, Pa., acted as consulting engineer.

For Casting Steel and Iron.

Vollkammer & Co., 1004 Empire Building, Pittsburgh, Pa., manufacture a preparation for coating steel and iron with a uniform continuous layer of copper without the necessity of electric current. Preparation A is for zinc and galvanized surfaces. Preparation B is for copper-coating iron and steel surfaces. They are manufactured by a special process, for which (as also for the preparations) they have applied for patents. As is the case with the copper finish on zinc, this new preparation for coating iron and steel is also applied by dipping, or by sponge or brush, after thorough cleaning of the metal surfaces. It is stated that the cost of the process, by which every metalworker can copper-coat his own work, is so trifling that the copper coating, especially on iron and steel, will cost less than a coat of paint. However, it may be stated that the copper coat, especially in case of work exposed to the weather, should be protected by a good transparent varnish or a coat of boiler linseed oil, as otherwise the bright copper surface will darken rapidly, and if through any pores moisture should reach the iron or steel, corrosion would not be prevented by the copper coat.

Coal Tar Pitch Filler.

The subject of bituminous fillers for joints in brick and block stone paving is receiving considerable attention. A filler must bind the bricks or blocks tightly together so as to give a continuous waterproof surface that will prevent water from passing through to foundations. It must also take care of the expansion and contraction of the blocks themselves incident to changes in temperature. The perfect filler is one that permits all blocks to be set as close together as the lugs or letters will permit, provides in each joint for the expansion or contraction that may take place in each block, permits each block to rest entirely on the foundation, provides a perfectly water-tight pavement at all times of the year, and gives just sufficient roughness to the surface so that horses get a footing. It is stated that all these conditions are ensured in using a bituminous filler. One that fulfills the conditions is a straight-run coal tar pitch having a melting point varying not more than five degrees either way from 135 degrees. Coal tar pitch adheres perfectly to brick, stone or concrete (curb or gutter) even when applied under unfavorable weather conditions, and bonds the bricks firmly together. Any possible break or joint is only temporary, as on the first warm day the pitch filler closes up as tightly as before. The safe footing is provided for horses, there are no cracks in the pavement and no rumbling hollow sounds because of sections raising from the foundation. A more sticky material is required to properly adhere to stone or concrete curb than to bricks or block, and as most of the moisture develops in the gutters next to the curb, it is particularly necessary where expansion joints are used to have a material that will insure a water-tight pavement at this point. Engineers should not be confused regarding the value of special characteristics in this or that bituminous material, but should consider only such material as will serve all the purposes for which it is required and at a minimum cost. The Barrett Manufacturing Co., Philadelphia, Pa., can give further information on this subject.

TRADE LITERATURE.

Interesting Fort Wayne Literature.

Some of the most interesting and instructive literature issued in reference to electrical machinery and instruments is comprised in the publications of the Fort Wayne Electric Works, Fort Wayne, Ind. Several Fort Wayne publications now being distributed are timely for consultation by dealers in and users of electrical apparatus. Mention may be made of bulletin No. 1106, which tells of the company's direct-current switchboard panels for small plants; instruction book No. 3032, which refers to series A. C. arc systems, meter reading-books and fan motors.

Reinforced Concrete Factory Buildings.

Manufacturers who contemplate building new plants or enlarging established enterprises at this time can save money because of the depressing conditions which have somewhat lowered the prices of materials. The erection of reinforced concrete structures should be especially considered now. Those who are interested will find timely data on this subject in an illustrated pamphlet published by the Turner-Forman Concrete Steel Co. of 1201 Chestnut street, Philadelphia, Pa. This company acts as engineer and contractor for fireproof warehouses, factories and other similar structures.

The Universal Adding Machine.

It is not astonishing that adding machines have attained such vogue throughout the world; rather is it astonishing that even

more of them are not used by manufacturers, merchants, bankers and other men engaged in any activity where accounting is required. These thoughts are suggested by a perusal of several interesting publications distributed to tell of the advantages of the Universal adding machine, a device now largely used and coming into greater demand every day. The publications include "Don't Be an Adding Machine—Buy One," "The Adding Machine," "Universal Construction" and "Universal Adding Machines and Supplies." They present important information regarding the Universal adding machine and tell of its simplicity and accuracy in operation, its durability and the various other features which appeal to the discriminating buyer of the modern mechanical arithmetic. The Universal Adding Machine Co., 3807-3819 Lacledle avenue, St. Louis, Mo., manufactures the Universal adding machine. Its Baltimore representative is W. E. Weatherly, 328 North Charles street, Baltimore, Md.

The Arthur Koppel Enterprises.

The name of Arthur Koppel is known throughout the world for the design, manufacture and installation of industrial railways. One is reminded of this by glancing through two interesting publications telling of Koppel achievements in this country and abroad. One is a complete illustrated description of the longest narrow-gauge light railway in the world, constructed in Africa by Arthur Koppel. The details are of interest as showing how the difficulties encountered were readily overcome by the engineer and manufacturer who for years made the light industrial railway his special field of endeavor. Another publication describes and illustrates the Koppel manufacturing plant and town of Koppel near Pittsburgh, Pa. It is pertinent to mention here that the sudden death of Arthur Koppel in Baden-Baden some days ago will not interfere with the continuation of his enterprises. This is announced by the Arthur Koppel Company of 66 Broad street, New York, one of the managers of which is Kurt Koppel, the late Arthur Koppel's son.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., May 20.

The Baltimore stock market has been more active during the past week, and prices have risen. The particular feature of interest was Western Maryland Railroad, which advanced on rumors of a deal.

In the trading United Railways common sold at 10½; the trust certificates from 10½ to 11; do. incomes, 53 to 52; do. funding 5s, 77½ to 79½; do. funding scrip, 77½ to 79½; do. 4s, 85% to 86½; Consolidated Gas, Electric Light & Power preferred, 75½ to 74; do. 4½s, 77½; Consolidated Gas 6s, 104% to 104; do. 5s, 100% to 110; do. 4½s, 90 to 90%; Seaboard Company common, 7 to 6½; do, first preferred, 35; do, second preferred, 12 to 13; Seaboard 4s, 50% to 52; do. 10-year 5s, 88½; do. three-year 5s, 89%; Consolidated Cotton Duck preferred, 22½ to 23; Mt. Vernon-Woodberry Cotton Duck 5s, 73½ to 75; G.-B.-S. Brewing common, 3% to 4½; do. incomes, 14% to 15%; do. 1sts, 42½ to 44½.

Continental Trust sold at 170; Maryland Casualty at 60% to 60; United States Fidelity & Guaranty, 107½; Mercantile Trust, 117 to 118. Third National Bank stock sold at 115.

Other securities were traded in as follows: Norfolk Railway & Light, 16; Western Maryland Railroad stock, 4½ to 8, last sale at 7; Northern Central Railroad stock, 89½ to 90; Consolidation Coal, 85 to 87; Houston Oil common, 7½ to 8; Atlantic Coast Line new 4s, certificates, 72 to 74½; Baltimore & Annapolis Short Line 5s, 98½ to 99½; Baltimore & Potomac Tunnel 6s, 106; Charleston City Railway 5s, 103 to 103½; Florida Southern 4s, 83; Georgia Southern & Florida

5s, 103½ to 104; Norfolk Railway & Light 5s, 90½ to 90; Wilmington, Columbia & Augusta 6s, 104; Baltimore Electric 5s, stamped, 85 to 88½; Atlantic Coast Line of Connecticut, 205 to 210; Carolina Central 4s, 80 to 80½; Georgia, Carolina & Northern 5s, 98; Virginia Midland 2ds, 101½ to 103½; Anacostia & Potomac 5s, 99½ to 99; Charlotte, Columbia & Augusta 5s, 102½; Seaboard & Roanoke 5s, 102½; Atlantic Coast Line Consolidated 4s, 90 to 92½; Georgia & Alabama Consolidated 5s, 95½ to 95%; Baltimore City 3½s, 1928, 98½ to 97%; Virginia deferred, Brown Bros. certificates, 43; Atlantic Coast Line of Connecticut 4s, certificates, 5-20s, 80; Colorado Southern 4s, 89%; Minneapolis Street & St. Paul City Railway Consolidated 5s, 1928, 98½; Norfolk Street Railway 5s, 105; Georgia Southern & Florida preferred, 61; North Baltimore 5s, 112½; West Virginia Central 6s, 103½; Baltimore City Passenger 5s, 101; Georgia Southern & Florida common, 17; Northern Central 5s B, 111½; Washington & Vandemere 4½s, 13½; Baltimore City 3½s, 1930, 98; do, do, 1930, 95½; Alabama Consolidated Coal & Iron common, 23; Charleston Consolidated Electric 5s, 87½; Baltimore & Harrisburg Western Extension 5s, 100%; Western Maryland Railroad 4s, 72½; Wilmington & Weldon 5s, 110½; Atlantic Coast Line common 92½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended May 20, 1908.

	Put.	Bid.	Asked.
Railroad Stocks.			
Atlantic Coast.....	100	...	91½
Atlantic Coast of Conn.....	100	20	210
Georgia Sou. & Fla.....	100	17	20
Georgia Sou. & Fla. 1st Pfd.....	100	82	85
Georgia Sou. & Fla. 2d Pfd.....	100	61	65
Norfolk Railway & Light.....	25	15½	...
Seaboard Company Common.....	100	61	62
Seaboard Company Common.....	100	30	...
Seaboard Company 1st Pfd.....	100	11½	12½
Seaboard Company 2d Pfd.....	100	10½	11
United Rys. & Elec. Co.....	50	10½	11
Western Maryland.....	50	65%	7
Bank Stocks.			
Citizens' National Bank.....	10	31	...
First National Bank.....	100	130	...
Maryland National Bank.....	20	17	19
Merchants' National Bank.....	100	163	...
National Howard Bank.....	10	121	...
National Marine Bank.....	30	36	40
National Mechanics' Bank.....	10	25	...
National Union Bank of Md.....	100	115	120
Trust, Fidelity and Casualty Stocks.			
Continental Trust.....	100	165	175
International Trust.....	100	115	...
Maryland Casualty.....	25	...	...
Mercantile Trust & Deposit.....	50	116	118
U. S. Fidelity & Guaranty.....	100	109	...
Miscellaneous Stocks.			
Ala. Con. Coal & Iron.....	100	23	24
Ala. Con. Coal & Iron Pfd.....	100	65	65
Con. Cotton Duck Common.....	50	...	...
Con. Cotton Duck Pfd.....	50	2½	...
Con. Gas, Elec. Lt. & P. Com.....	100	30	...
Con. Gas, Elec. Lt. & P. Pfd.....	100	74	76
Consolidation Coal.....	100	86	87½
G.-B.-S. Brewing Co.....	100	41½	41½
Railroad Bonds.			
Albany & Northern 5s, 1916.....	93	...	...
Atlanta & Charlotte Ext. 4½s, 1928.....	96	...	...
Atlanta Coast Line 1st 4s, 1902.....	92	95	...
Atlanta Coast Line 4s, Ctrf, 1952.....	74	75	...
Balto. & Annap. S. L. 6s.....	95	95	99½
Balto. & Harrisburg Ext. 5s, 1938.....	101	...	...
Carolina Central 4s, 1949.....	80	81½	...
Charleston & West. 5s, 1946.....	99½	101	...
Char., Col. & Aug. 1st 5s, 1910.....	102½	105	...
Char., Col. & Aug. 2d 7s, 1910.....	106	108	...
Coal & Iron Railway 5s, 1929.....	19	100	...
Columbia & Greenville 1st 6s, 1916.....	108	109	...
Florida Southern 4s, 1940.....	84½	88	...
Georgia & Alabama 5s, 1945.....	95½	98½	...
Georgia & Ala. Terminal 5s.....	91	93	...
Georgia, Car. & North 1st 5s, 1929.....	28	...	...
Georgia Pacific 1st 6s, 1922.....	100	...	...
Georgia Sou. & Fla. 1st 5s, 1945.....	100	103½	...
Maryland & Pennsylvania 4s, 1951.....	85½	...	...
Petersburg, Class A 5s, 1926.....	...	111½	...
Piedmont & Cum. 1st 5s, 1911.....	96	102	...
Potomac Valley 1st 5s, 1941.....	103½	105	...
Richmond & Dan. Gold 6s, 1915.....	107	108½	...
Richmond & Petersburg 6s.....	111	...	...
Savannah, Fla. & West. 5s, 1934.....	107	...	...
Seaboard Air Line 4s, 1950.....	51½	51½	...
Seaboard Air Line 4s, 10-year, 1911.....	88	88½	...
Seaboard Air Line 5s, 5-year.....	88	88½	...
Seaboard & Roanoke 5s, 1926.....	102½	103	...
South Bound 5s, 1941.....	97½	98½	...
Virginia Midland, 2d 6s, 1911.....	103	...	...
Washington Terminal 3½s.....	71½	72½	...
Western Maryland 4s, 1952.....	39	...	...
Western North Car. Con. 6s, 1914.....	106½	...	...
West Virginia Cent. 1st 6s, 1911.....	103	103½	...
W.H. Col. & Aug. 6s, 1910.....	104	106	...
Wilmington & Weld. Gold 5s, 1935.....	108½	112	...
Street Railway Bonds.			
Anacostia & Potomac 5s, 1949.....	99	100	...
Augusta Ry. & Elec. 5s, 1940.....	36	37	...
Baltimore City Pass. 5s, 1911.....	101	101½	...
Balto., Sp. Pt. & Ches. 4½s.....	32½	33½	...
Charleston City Railway 5s, 1923.....	103	104	...
Charleston Con. Elec. 5s, 1939.....	87½	90	...
City & Suburban 5s (Wash.), 1948.....	100	100½	...
Knoxville Traction 1st 5s, 1928.....	103	...	...
Lake Roland Elevated 5s, 1942.....	108½	108½	...
Lexington Railway 1st 5s, 1949.....	95½	...	...

Macon Ry. & Lt. 1st Con. 5s, 1953..... 91½ 96
Norfolk Railway & Light 5s..... 90
Norfolk Street Railway 5s, 1944..... 105 106½
North Baltimore 5s, 1942..... 112
Richmond Traction 5s..... 102 103
United Railways 1st 4s, 1949..... 86½ 86½
United Railways Inc. 4s, 1949..... 51 52½
United Railways Funding 5s..... 79 79½

Miscellaneous Bonds.

Baltimore Electric 5s, stamped..... 87½ 88
Consolidated Gas 6s, 1910..... 104 104½
Consolidated Gas 5s, 1920..... 110
Com. Gas, Elec. Lt. & P. 4½s..... 77 78½
Fairmont Coal 5s..... 92 97
G.-B.-S. Brewing 1st s..... 44½ 45
G.-B.-S. Brewing 2d Inc..... 15 17
Maryland Telephone 5s..... 89
Mt. Vernon-Woodberry Co. Duck 5s..... 74 75
United Elec. Lt. & P. 4½s..... 86

King Mfg. Co., J. P. (Ga.)..... 97 102
Lancaster Cotton Mills (S. C.)..... 109 92
Lancaster Cot. Mills (S. C.) Pfd. 92 96
Langley Mfg. Co. (S. C.)..... 150 162
Limestone Mills (S. C.)..... 140 150
Lockhart Mills (S. C.)..... 70 80
Lockhart Mills (S. C.) Pfd. 101 101
Loray Cotton Mills (N. C.) Pfd. 90 100
Marlboro Cotton Mills (S. C.)..... 80 99
Mills Mfg. Co. (S. C.)..... 105 105
Mollohon Mfg. Co. (S. C.)..... 100 100
Monaghan Mills (S. C.)..... 112
Monarch Cotton Mills (S. C.)..... 98 102
Pacolet Mfg. Co. (S. C.)..... 167
Pacollet Mfg. Co. (S. C.) Pfd. 100 104
Pelman Mfg. Co. (S. C.)..... 170
Piedmont Mfg. Co. (S. C.)..... 127
Poe Mfg. Co., F. W. (S. C.)..... 125
Saxon Mills (S. C.)..... 128 130
Shiley Mfg. Co. (Ga.)..... 58 65
Spartan Mills (S. C.)..... 140 148
Trion Mfg. Co. (Ga.)..... 132 149
Tucapau Mills (S. C.)..... 200
Union-Buffalo (S. C.) 1st Pfd. 70
Union-Buffalo (S. C.) 2d Pfd. 20
Victor Mfg. Co. (S. C.)..... 130
Warren Mfg. Co. (S. C.) Pfd. 102 107
Washington Mills (Va.)..... 20 25
Washington Mills (Va.) Pfd. 100 105
Watts Mills (S. C.)..... 109 105
Whitney Mfg. Co. (S. C.)..... 149
Williamston Mills (N. C.)..... 105
Wiscasset Mills (N. C.)..... 127
Woodruff Cotton Mills (S. C.)..... 123 130
Woodside Cotton Mills (S. C.)..... 110

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 19.

Bid. Asked.

Abbeville Cotton Mills (S. C.)..... 81
Aiken Mfg. Co. (S. C.)..... 90
American Spinning Co. (S. C.)..... 145 148
Anderson Cotton Mills (S. C.)..... 70
Arkwright Mills (S. C.)..... 105 110
Augusta Factory (Ga.)..... 65 70
Avondale Mills (Ala.)..... 115 125
Beltown Mills (S. C.)..... 105 108
Blubb Mfg. Co. (Ga.)..... 113½
Brandon Mills (S. C.)..... 120 126
Buckruss Cotton Mills (N. C.)..... 110 130
Clarendon Mills (S. C.)..... 129 126
Clinton Mfg. Co. (S. C.) Pfd. 101 101
Clinton Cotton Mills (S. C.)..... 120
Columbus Mfg. Co. (Ga.)..... 98
Courtney Mfg. Co. (S. C.)..... 97
Dallas Mfg. Co. (Ala.)..... 90 95
Dartlington Mfg. Co. (S. C.)..... 78 80
Drayton Mills (S. C.)..... 100
Eagle & Phoenix Mills (Ga.)..... 125 137½
Easley Cotton Mills (S. C.)..... 135 146
Enoree Mfg. Co. (S. C.) Pfd. 70 80
Enterprise Mfg. Co. (Ga.)..... 85 94
Exposition Cotton Mills (Ga.)..... 240
Gaffney Mfg. Co. (S. C.)..... 80 85
Gainesville Cotton Mills (S. C.)..... 56
Granby Cotton Mills (S. C.)..... 40 40
Graniteville Mfg. Co. (Ga.)..... 165 165
Greenwood Cotton Mills (S. C.)..... 90
Greendale Mills (S. C.)..... 103
Hendrietta Mills (N. C.)..... 115
King Mfg. Co., John P. (Ga.)..... 99
Lancaster Cotton Mills (S. C.)..... 115
Lancaster Cot. Mills (S. C.) 1st Pfd. 90
Lancaster Cot. Mills (S. C.) Pfd. 91 96
Langley Mfg. Co. (S. C.)..... 91 98
Laurens Cotton Mills (S. C.)..... 110
Limestone Mills (S. C.)..... 149 150
Lockhart Mills (S. C.)..... 85
Lockhart Mills (S. C.) Pfd. 97
Loxley Mills (N. C.) Pfd. 90 98
Marlboro Cotton Mills (S. C.)..... 79
Mayo Mills (N. C.)..... 105 105
Mills Mfg. Co. (S. C.)..... 103
Monaghan Mills (S. C.)..... 102
Newberry Cotton Mills (S. C.)..... 115
Norton Cotton Mills (S. C.)..... 115
Orangeburg Mfg. Co. (S. C.) Pfd. 80 88
Olympia Cot. Mills (S. C.) 1st Pfd. 68
Orlando Mfg. Co. (S. C.) Pfd. 100
Ore Cotton Mills (S. C.)..... 100 105
Pacolet Mfg. Co. (S. C.)..... 103
Pacolet Mfg. Co. (S. C.) Pfd. 95 97
Pelzer Mfg. Co. (S. C.)..... 165 165
Piedmont Mfg. Co. (S. C.)..... 165 175
Poe Mfg. Co. (S. C.)..... 111 127½
Richland Cotton Mills Pfd. 55
Raleigh Cotton Mills (N. C.)..... 105
Raleigh Cotton Mills (N. C.) Pfd. 105
Renneke Mills (N. C.)..... 175
Saxon Mills (N. C.)..... 122 128
Slidley Mfg. Co. (Ga.)..... 59½ 63
Spartan Mills (S. C.)..... 140 145
Springfield Mills (S. C.)..... 100
Tucapau Mills (S. C.)..... 105
Turton Mfg. Co. (Ga.)..... 110
Union-Buffalo Mills (S. C.) 1st Pfd. 60
Union-Buffalo Mills (S. C.) Pfd. 92 99
Warren Mfg. Co. (S. C.) Pfd. 105 105
Warren Mfg. Co. (S. C.) Pfd. 92 99
Victor Mfg. Co. (S. C.)..... 120 120
Washington Mills (Va.)..... 22 25
Washington Mills (Va.) Pfd. 100 110
Whitney Mfg. Co. (S. C.)..... 140 140
Williamston Mills (N. C.)..... 107

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending May 18.

Bid. Asked.

Abbeville Cotton Mills (S. C.)..... 80
Acton Cotton Mills (S. C.) Pfd. 80 82
American Spinning Co. (S. C.)..... 145 145
Anderson Cotton Mills (S. C.)..... 75
Arcadia Mills (S. C.)..... 98 100
Augusta Factory (Ga.)..... 105 105
Augusta Factory (Ga.)..... 65 70
Avondale Mills (Ala.)..... 110
Beltown Mills (S. C.)..... 103 107
Brandon Mills (S. C.)..... 120 125
Brogan Mills (S. C.)..... 40 45
Calburne Cotton Mills (N. C.)..... 125
Chandwick Mfg. Co. (N. C.) Pfd. 103
Clifton Mfg. Co. (S. C.)..... 122 125
Clifton Mfg. Co. (S. C.) Pfd. 103 107
Clinton Mfg. Co. (S. C.) Pfd. 101 101
Clinton Cotton Mills (S. C.)..... 100 120
Columbus Mfg. Co. (Ga.)..... 94 98
Courtney Mfg. Co. (S. C.)..... 100 100
Dartlington Mfg. Co. (S. C.)..... 80 85
D. E. Converse Co. (S. C.)..... 112 112
Drayton Mills (S. C.)..... 100 100
Eagle & Phoenix Mills (Ga.)..... 130 135
Easley Cotton Mills (S. C.)..... 145 150
Enoree Mfg. Co. (S. C.) Pfd. 70 82
Enterprise Mfg. Co. (S. C.) Pfd. 100 102
Exposition Cotton Mills (Ga.)..... 82 90
Gaffney Mfg. Co. (S. C.)..... 75
Gainesville Cotton Mills (Ga.)..... 60
Glenwood Cotton Mills (S. C.)..... 122 122
Gluck Mills (S. C.)..... 90 98
Granny Cot. Mills (S. C.) 1st Pfd. 50 50
Granny Cot. Mills (S. C.) Pfd. 100 100
Graniteville Mfg. Co. (S. C.)..... 100 105
Granby Cot. Mills (S. C.) 1st Pfd. 90 94
Granby Cot. Mills (S. C.) Pfd. 100 100
Greenwood Cotton Mills (S. C.)..... 90 94
Inman Mills (S. C.)..... 102 102
Inman Mills (S. C.)..... 102 110

commensurate with their fixed charges, expected dividends on preferred stock and depreciation account to make certain of continued prosperity. In the past the South has suffered greatly from the lack of the capital needed to produce these results, except in rare cases. Now that the iron and steel business of Alabama is on a better footing than ever before, it is to be hoped that the men of high financial standing who compose the reorganization committee of the Southern Steel Co. will see to it that this company is so amply safeguarded with raw materials and productive power as to justify its large capitalization.

Mississippi Bankers.

At the annual convention of the Mississippi Bankers' Association, held at Brookhaven, Miss., May 13 and 14, the following officers were elected for the ensuing year: President, Oscar Newton, Jr., Brookhaven; vice-president, W. M. Anderson, Jackson; secretary and treasurer, B. W. Griffith, Vicksburg; district vice-presidents—first district, John S. Osborne, Corinth; second district, Thomas Taylor, Como; third district, T. W. McCoy, Greenville; fourth district, E. V. Yates, Macon; fifth district, Walter Broach, Meridian; sixth district, J. W. Lampton, Columbia; seventh district, O. B. Quin, McComb; eighth district, B. L. Roberts, Canton; executive committee, C. A. Johnston, chairman, Columbus; R. C. Hanenstein, Hattiesburg; T. C. Buford, Sumner; A. G. Campbell, Natchez; Lee Richardson, Vicksburg.

Arkansas Bankers.

At the annual convention of the Arkansas Bankers' Association, held at Hot Springs, Ark., May 12 and 13, the following officers were elected for the ensuing year: President, Sam Reyburn, Little Rock; secretary, Creed T. Walker, Little Rock; vice-presidents, Greenfield Quarles, Helena; W. C. Hudson, Pine Bluff; F. N. Hancock, Mena; D. W. Peel, Benton; A. D. Foster, Pine Bluff; A. L. Smith, Clarendon; D. B. Renfroe, Corning; chairman executive committee, C. N. Rix, Hot Springs; treasurer, C. M. Blocker, Texarkana; delegates to American Bankers' Association, S. S. Faulkner, Helena; Clifton R. Breckinridge, Fort Smith; T. C. McRae, Prescott; F. M. Smith, DeQueen; H. L. Remmell, Little Rock; alternates, J. T. Coffin, Batesville; W. K. Ramsey, Camden, and C. C. Caiiti, Texarkana.

New Notes of the Southern Railway.

Formal announcement is made of the issue of \$15,000,000 of 6 per cent. convertible gold notes by the Southern Railway Co., dated May 1, 1908, and payable on or before May 1, 1911. Subscriptions will be received at 98½ and interest by J. P. Morgan & Co., syndicate managers, at their office, 23 Wall street, New York. The holders of the Southern Railway's two-year 5 per cent. notes, maturing June 1 and July 2, are notified that they may deposit them and receive preference in allotment of the new notes to the extent of the notes deposited, the difference in price and interest being adjusted in cash. The application list will be opened on May 22 at 10 A. M., and will close at or before 3 P. M. that day.

Louisiana Fire Insurance Agents.

At the meeting of the Louisiana State Association of Local Fire Insurance Agents at New Orleans May 14 the following officers were elected: J. W. Alexander of Alexandria, president; P. F. Pesend of New Orleans, first vice-president; J. L. Wasey of Lake Charles, second vice-president; H. Bodenheimer of Shreveport, third vice-president; Sol Weil of Alexan-

dria, secretary; Joseph S. Loeb of New Orleans, assistant secretary; Dan A. Rose of New Orleans, treasurer.

Alabama Bankers.

At the annual convention of the Alabama Bankers' Association, held at Montgomery, Ala., May 15 and 16, the following officers were elected for the ensuing year: President, W. P. G. Harding, Birmingham; vice-president, H. I. McElroy, Talladega; secretary-treasurer, McLane Tilton, Pell City; group vice-presidents, W. R. Hutton, Huntsville; Benj. Russell, Alexander City; J. H. Crawford, Jasper; C. B. Willoughby, Mobile; J. H. Drakford, Tuskegee.

New Corporations.

Alvin, Texas.—The Citizens' State Bank has been granted a charter; capital \$10,000. The shareholders are C. Z. Sedwick, R. H. King, W. S. Stevens and others.

Ardmore, Okla.—The Ardmore Loan & Trust Co. is reported reorganized as the First State Bank with \$50,000 capital. Dr. B. M. Worsham, Austin, Texas, is president; C. L. Anderson, Ardmore, vice-president; J. B. Bone, cashier.

Baltimore, Md.—The Saratoga Investment Co. has been incorporated with \$1000 capital by Jns. R. Higgins, George M. Conn, Rutherford B. Heise, John H. Powers, Jr., and Joseph S. Emmart.

El Paso, Texas.—The National Bank of Commerce, capital \$200,000, is to begin business June 1 with J. H. Nations, president; John T. McElroy, first vice-president; J. M. Goggin, second vice-president; W. L. Tooley, cashier, and T. M. Quebedaux, assistant cashier; directors, W. E. Anderson, Crawford Harvie, J. H. Nations, John T. McElroy, W. L. Tooley and J. M. Goggin.

Griffithsville, W. Va.—The Oil Field Bank has been incorporated with \$25,000 capital by C. A. Croft, Madison; J. M. Hopkins, Danville; A. G. Grass, J. M. Grass, H. W. Miller, A. C. Osborne, all of Griffithsville.

Hartley, Texas.—The Hartley County Bank has been incorporated with \$15,000 capital by G. F. Atkinson, R. S. Coon, B. F. Williams, W. H. Fuqua, J. F. Anderson, R. L. Queen and J. H. Barovise.

Idabel, Okla.—Reports state that a new State bank is to be established with \$50,000 capital.

Middlesex, N. C.—The Bank of Middlesex has been organized with \$10,000 capital. A. F. Manning of Middlesex will be president, and among the directors are T. W. Tilghman, Wilson; W. C. Jackson, K. W. Ballentine, J. R. J. Finch, S. F. High, E. T. Lewis, H. J. Morris and W. K. Lewis, all of Middlesex, and C. B. Barber of Raleigh.

Norfolk, Va.—The Progress Investment Co. has been incorporated with \$50,000 capital by Thos. J. Powell, president; C. A. Everhart, secretary-treasurer, and W. W. Sale, all of Norfolk.

Shannon, Miss.—The Bank of Shannon, capital \$10,000, has been incorporated by O. F. Vaughan, E. B. Neely and others.

New Securities.

Abbeville, Ala.—P. A. McDaniels, Mayor, informs the MANUFACTURERS' RECORD that the city has voted \$12,000 of electric-light plant bonds.

Albany, Ga.—The election to vote on \$30,000 of Dougherty county road bonds is to be held June 4.

Alexandria, La.—W. B. Turner, Mayor, writes the MANUFACTURERS' RECORD confirming the report that the city has voted \$32,000 of City Hall completion bonds.

Anson, Texas.—An election is to be held in Jones county June 30 to vote on \$100,000 of courthouse bonds.

Ardmore, Okla.—An election is to be held June 24 to vote on \$35,000 of water-works bonds.

Balinger, Texas.—Bids will be received until 2 P. M. June 8 by the Citizens' National Bank, as fiscal agent, for \$20,000 of 5 per cent. 20-40-year street-paving bonds.

Beaufort, S. C.—The MANUFACTURERS' RECORD is officially informed that an election will shortly be held to vote bonds for water-works, electric light and new town hall.

Belton, S. C.—The city has voted \$12,500 of school-building bonds.

Birmingham, Ala.—Bids will be received until noon May 25 by George B. Ward, Mayor, for \$100,000 of 5 per cent. 30-year sewer bonds.

Birmingham, Ala.—Application has been made to the City Council for authority to issue \$300,000 of school extension and improvement bonds.

Blountville, Tenn.—Reports state that the election called for May 16 to vote on \$100,000 of Sullivan county road bonds has been postponed. It is stated that the amount will probably be doubled.

Brownsville, Tenn.—The MANUFACTURERS' RECORD is informed by John O. Bonner, Mayor, that the city will issue \$30,000 of 5 per cent. 30-year street-improvement bonds.

Brunswick, Md.—An issue of \$15,000 of water-works bonds has been voted.

Canyon, Texas.—The Attorney-General has approved \$50,000 of 4 per cent. 10-40-year Randall county courthouse bonds.

Carrollton, Ky.—The First National Bank of Carrollton has been awarded at \$701 premium \$20,000 of 5 per cent. water and light bonds.

Ceredo, W. Va.—At 2 P. M. June 2 the city will sell at public auction, private sale or sealed bids \$7000 of 6 per cent. independent school district bonds. W. F. Bruns is president Board of Education.

Charleston, S. C.—Bids are to be asked for \$1,000,000 of refunding bonds.

Charleston, Mo.—Bids will be received until June 16 by A. R. Boone, treasurer of Mississippi county, for \$205,000 of 6 per cent. bonds of drainage district No. 14.

Chattanooga, Tenn.—An issue of \$25,000 of water-works bonds was recently voted.

Chickasha, Okla.—The \$60,000 of 5 per cent. 20-year city bonds have been awarded to the Citizens' National Bank of Chickasha.

Childress, Texas.—Reports state the \$15,000 of 5 per cent. 10-40-year water-works bonds have been purchased for the State school fund.

Cleveland, Tenn.—Information received by the MANUFACTURERS' RECORD states that Bradley county has recently sold \$25,000 of pike bonds.

Decatur, Ala.—It is reported that all bids received May 4 for \$260,000 of 5 per cent. 30-year Morgan county road and funding bonds were rejected.

Dickson, Tenn.—It is reported that the \$25,000 of water-works bonds have been sold to a New York firm.

Elmer, Okla.—Reports state that an election is to be held to vote on \$10,000 of school district building bonds.

Elyton, P. O. Birmingham, Ala.—On May 30 an election is to be held to vote on \$40,000 of 5 per cent. 30-year sewer bonds.

Ennis, Texas.—The MANUFACTURERS' RECORD is informed that the Ennis Sewer Co. will issue bonds to cover cost of constructing sewer system. T. H. Collier is Mayor.

Eupora, Miss.—An issue of \$10,000 of 6 per cent. 20-year school bonds has been voted.

Fitzgerald, Ga.—An election will be held May 24 to vote on \$130,000 of sewer, water and school bonds.

Fitzgerald, Ga.—The election to vote on \$75,000 of Ben Hill county courthouse, jail, road and bridge bonds is to be held June 4.

Fitzgerald, Ga.—McRoberts & McCoy of Chicago, Ill., have purchased \$20,000 of municipal bonds at a premium of \$414.20.

Forrest City, Ark.—Reports state that directors of Forrest City School District No. 7 propose to issue \$10,000 of 6 per cent. bonds.

Fulton, Ky.—U. S. Shacklett, Mayor, informs the MANUFACTURERS' RECORD that the city intends issuing \$20,000 of street bonds.

Gallatin, Mo.—The election to vote on \$25,000 of school-district bonds failed to carry.

Georgetown, Texas.—Application has been made to the Williamson County Commissioners asking that an election be held to vote on \$500,000 of 5 per cent. 40-year road bonds.

Glenallen, Va.—An election is to be held in Brookland school district May 26 to vote on \$30,000 of school bonds. Samuel P. Waddill is clerk of the Circuit Court of Henrico county.

Greenville, Miss.—On May 26 an election is to be held in Washington county to vote on \$100,000 of road and bridge bonds.

Greenwood, S. C.—An issue of \$50,000 of street paving and fire department bonds has been voted.

Griffin, Ga.—The MANUFACTURERS' RECORD is informed that an election will probably be held next fall to vote on about \$60,000 of street-improvement bonds. N. B. Drewry is Mayor.

Hartsville, S. C.—E. H. Rollins & Sons of Boston have purchased \$25,000 of 6 per cent. 20-year bonds of school district No. 32.

Heleena, Ga.—The city has voted \$10,000 of public school building bonds.

Hendersonville, N. C.—Reports state that an issue of sidewalk improvement bonds has been declared valid.

Houma, La.—Bonds for high school are reported voted.

Jackson, Tenn.—City is authorized to sell \$25,000 of City Hall bonds, the MANUFACTURERS' RECORD is informed.

Jackson, Tenn.—The MANUFACTURERS' RECORD is informed that Madison county is offering for sale \$200,000 of road-improvement bonds.

Joplin, Mo.—August Schlaflay & Sons of East St. Louis have purchased at \$655.75 premium \$65,000 of 4½ per cent. 10-20-year school district building bonds.

Kilmichael, Miss.—Reports state that \$300 of school bonds are to be issued.

Kingsville, Texas.—An issue of \$16,000 of school-building bonds has been voted.

Kosciusko, Miss.—Bids will be received by C. I. Depew, clerk Board of Aldermen, until noon June 2 for \$8000 of 5 per cent. 20-year city bonds.

Lebanon, Va.—R. G. Fletcher, clerk Russell county, will receive bids at any time for \$50,000 of road-improvement bonds.

Memphis, Tenn.—The Bank of Commerce & Trust Co. of Memphis has been awarded at a premium of \$23,443.79 the \$551,000 of 4½ per cent. refunding bonds.

Muskogee, Okla.—The MANUFACTURERS' RECORD is informed that cost of street improvements now being made will be covered by an issue of bonds. Leo E. Bennett is Mayor.

New Albany, Miss.—Reports state that in June \$65,000 of 6 per cent. 20-year Union county courthouse bonds will be issued.

New Orleans, La.—A bill is to be introduced in the Legislature by the Dock Board asking authority to issue \$3,500,000

[For Additional Financial News, See Pages 70 and 71.]

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WM. INGLE, Vice-Prest. and Cashier.
J. C. WANDS, Asst. Cashier.

JOHN B. H. DUNN, Asst. Cashier.

Capital, \$1,500,000

Surplus and Profits, - - - - - \$900,000

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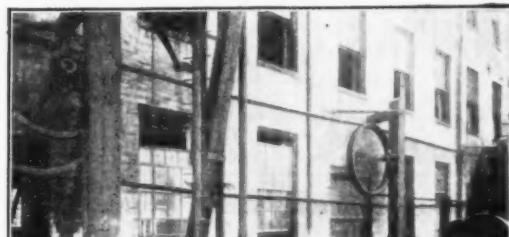
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of 5 per cent. wharf improvement and extension bonds.

New Orleans, La.—Application is to be made to the General Assembly for authority to issue \$8,000,000 of 4 per cent. sewer, water and drainage bonds. If the bill is passed an election will be held in November, after which bids will be asked.

New Orleans, La.—Reports state that the Equitable Life Assurance Society of New York has purchased \$200,000 of 4 per cent. improvement bonds.

Norfolk, Va.—No satisfactory bids were received for the \$482,000 of 4 per cent. 30-year improvement bonds.

Park City, P. O. Knoxville, Tenn.—An issue of \$130,000 of fire, sewer and street-improvement bonds has been voted.

Pinewood, S. C.—An issue of \$12,000 of school district building bonds was recently authorized.

Quanah, Texas.—The Attorney-General has approved \$8000 of 5 per cent. 10-40-year street and alley improvement bonds.

Rogers, Ark.—The MANUFACTURERS' RECORD is informed that if the city decides to establish sewer system, also to purchase water-works and electric-light plant, bonds will be issued. E. W. Homan is Mayor.

Rome, Ga.—T. W. Lipscomb, Mayor, writes the MANUFACTURERS' RECORD that the remaining \$50,000 of the \$150,000 water, sewer and street bonds will probably be offered for sale about August or September.

Salisbury, Md.—Chas. E. Harper, Mayor, informs the MANUFACTURERS' RECORD that \$35,000 of street-improvement bonds are to be sold.

San Angelo, Texas.—Farson, Son & Co. of Chicago were awarded at \$350 premium

the \$34,000 of 5 per cent. 20-40-year independent school district bonds.

San Marcos, Texas.—An election is to be held in Hays county June 20 to vote on \$38,000 of courthouse bonds.

Stamford, Texas.—The city has voted \$30,000 of school bonds.

St. Joseph, Mo.—On May 22 an election is to be held to vote on \$500,000 of school district building and improvement bonds.

Summerton, S. C.—Summerton school district has voted \$20,000 of building bonds.

Sylvester, Ga.—Reports state that \$20,000 of water-works and \$10,000 of 5 per cent. 30-year bonds will soon be placed on the market.

Tampa, Fla.—West Tampa has voted \$100,000 of street-paving, \$40,000 of water-works extension, \$20,000 of sewer and \$20,000 of public park bonds.

Temple, Texas.—The Attorney-General

has approved the \$90,000 of 5 per cent. 20-40-year water-works bonds awarded several months ago.

Tyler, Texas.—The MANUFACTURERS' RECORD is informed that on April 14 the city voted \$10,000 of paving bonds. Address the Mayor.

Versailles, Ky.—Weil, Roth & Co., represented by Mr. Irving, Cincinnati, have been awarded at a premium of \$1025 the \$60,000 of 5 per cent. 1-20-year sewer and water-works bonds.

Weatherford, Texas.—The city has voted \$15,000 of street and bridge bonds.

West Point, Miss.—Clay county, the

PROPOSALS.

Street Lighting

Bids will be received at the office of the City Clerk until June 17, 1908, at 4 o'clock P. M., for the lighting of the streets of the city of Natchez, Miss., for a term of five years from 1st day of March, 1908. Specifications on file in City Clerk's office, and can be had on application. Bids to be sealed. GEO. T. EISELE, City Clerk.

Road Improvement Bonds

The Board of Supervisors for Russell county, Virginia, will offer for sale \$50,000 Road Improvement Bonds. Address R. G. FLETCHER, Clerk, Lebanon, Va.

Railroad Construction

The Washington, Frederick & Gettysburg Railway Co., with headquarters at Frederick, Md., intending to extend their line from Lewistown, Md., to the Monocacy Valley Railroad, of which they are owners, would ask for proposals on construction of the same; contract expected to be let on May 25, 1908.

Preliminary estimates on this work show 12,000 cubic yards of excavation, 75,000 feet of trestling (B. M.) and 100 cubic yards of fourth-class masonry, etc.

Plans and specifications of above work can be seen at any time at the Company's office in Frederick, Md. This work is to be let at a straight price per cubic yard, and bids to be formulated upon the condition that we furnish all building material. Bids to be subject to acceptance or rejection.

THE WASHINGTON, FREDERICK & GETTYSBURG RAILWAY CO.

D. COLUMBUS KEMP, President.

Water-Works System, Complete

Bids will be received by the Mayor and City Council of Edmond, Okla., and opened June 15, 12 M., for the purchase by the city of Edmond of material and machinery necessary in the construction of a complete system of Water-works, and will include two 125 H. P. tubular boilers, two duplex steam pumps, one straight-line air compressor, one feed-water heater, two boiler-feed pumps, twenty-five fire hydrants, fifteen water-gate valves and about two hundred and fifty tons of cast-iron pipe. Specifications can be had by addressing the O'Neill Engineering Co., Dallas, Texas, or the City Clerk, Edmond, Oklahoma. Only mailed bids will be received.

Water-Works Bonds

Sealed bids will be received until 6 P. M. June 15, 1908, for purchase of \$30,000 20-40 year (optional) water-works coupon bonds of town of Lancaster, S. C., to be dated as of May 1, 1908, and bear interest at 5 per cent. per annum, payable semi-annually, 1st January and 1st July. Denomination of bonds and place of payment of interest to suit purchaser. These are first bonds of town, upon an assessed valuation of \$405,560 and real valuation of about \$2,000,000. No floating debt, and surplus of \$300. Town's income over \$7000 annually, and law provides for annual levy for interest and sinking fund. Estimated population, 3000. Certified check \$1000, payable to the undersigned, must accompany all bids. If desired, bonds will be validated by Supreme Court, S. C., without cost to purchaser.

JOHN CRAWFORD,
Clerk Board of Public Works,
Lancaster, S. C., May 18, 1908.

Miscellaneous Advertisements Too Late For Classification.

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MONDAY, JUNE 1, 1908

Boilers, Tanks, Engines, Pumps, Ore Crusher, Yard Crane,
Large Corrugated Iron Shed, etc.

On the Premises, 410 to 428 E. Cross St., near Riverside Avenue

Two 80 H. P. Locomotive Boilers. One 60 H. P. Locomotive Boiler.
One 100 H. P. Horizontal Return Tubular Boiler.
Four 35 H. P. Horizontal Return Tubular Boilers.
Storage and Pressure Tanks.
One 25 H. P. Double Cylinder, Double Drum Williams Hoisting Engine.
One 60 H. P. Atlas Horizontal S. C. Engine.
One 35 H. P. Westinghouse Engine.
One Sturtevant Ore Crusher. One 8-ton Yard Crane.
One 30' by 70' Corrugated Iron Shed.
Lot Miscellaneous Machinery, Scrap, Pumps, etc.

Catalogue mailed on application. Machinery offered open for inspection Saturday, May 30, before sale. Terms Cash.

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CARGO NEW STEEL RAILS Sixteen, Twenty, Twenty-five Pounds

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One Atlas Right-Hand Automatic 85 H. P. Engine; two Boilers, 46 in. x 12 ft.; also Heater, Pump and Smokestack; all practically new. Will sell at less than 50 per cent. of its value. Address 1172 19th Street, Des Moines, Iowa.

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I will exchange my 200-room hotel in Atlantic City, N. J. Thoroughly equipped and now doing fine business. Adjoining beach-front. Equity \$135,000, and will also put in some cash if required. I want a first-class timber proposition in the South, with good water or railroad transportation facilities.

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MANUFACTURERS' RECORD is informed, will sell \$25,000 of road-improvement bonds.

Wheeling, W. Va.—The city has voted bonds, not to exceed \$600,000, for betterment of city properties.

Wichita Falls, Texas.—T. B. Noble, Mayor, informs the MANUFACTURERS' RECORD that \$12,000 of the \$15,000 of 4 per cent. City Hall bonds are yet unsold.

At Lancaster, S. C., bids will be received until 6 P. M. June 15 for \$30,000 of 5 per cent. 20-40-year water-works

bonds. Further particulars will be found in the advertising columns.

Financial Notes.

Reports state that \$50,000 of Tennessee settlement bonds have been retired.

Reports state that \$5000 of Chatham county (Georgia) courthouse bonds will be retired.

The capital of the American National Bank of Macon, Ga., will be increased from \$250,000 to \$500,000, to become effective July 10.

The Bank of Hoschton at Hoschton, Ga., is reported to have been granted authority by the Secretary of State to increase its capital from \$25,000 to \$30,000.

It is reported that the capital of the Carolina Trust Co. of Spartanburg, S. C., is to be increased from \$25,000 to \$50,000 and the name changed to the Carolina Bank & Trust Co. Wm. T. Magness is president. It is also stated that the Elford Agency has been chartered with \$20,000 capital to take over the insurance, stock and bonds and building business.

15% STOCK AT PAR

We have \$325 worth 15 per cent. Grocery Company stock for quick sale at par. Write C. W. DEMING COMPANY, Tulsa, Okla.

OFFERING

THE TRI-STATE INVESTMENT and SECURITY COMPANY

of Parkersburg, West Virginia, offers for sale \$125,000 of the bonds of the Kanawha Land Company at par and interest, said bonds interest-bearing at 6 per cent., interest payable June 1 and December 1.

These bonds are of denomination \$500 and \$1000, and are secured by first mortgage on desirable real estate adjacent to the city of Charleston, West Virginia, worth conservatively \$500,000, and also guaranteed both as to principal and interest by one of the strongest banking and trust companies in the State, with assets of \$500,000. We commend these bonds to investors as an absolutely safe investment.

References:

First National Bank,
Parkersburg National Bank,
Parkersburg, W. Va.

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\$15,000,000 SOUTHERN RAILWAY COMPANY SIX PER CENT. CONVERTIBLE GOLD NOTES

Notes are dated May 1st, 1908, and payable on or before May 1st, 1911; interest payable November 1st and May 1st.

Attention is called to a letter of W. W. Finley, Esq., President of the Southern Railway Company, dated May 14th, 1908, copies of which may be obtained at our office. This letter states, among other things, "these notes are to be secured by pledges under Trust Agreement with New York Trust Company, Trustee, of the following collateral: \$20,000,000 Southern Railway Development and General Mortgage 4% Bonds, Series A; \$2,500,000 Tennessee Central Railroad Prior Lien Mortgage 4% Bonds; \$2,000,000 Virginia & Southwestern Railway First Consolidated Mortgage 5% Bonds. The holders of Notes are to have the right at their option at any time, upon five days' previous notice, to convert their notes at par into the pledged Southern Railway Development and General Mortgage 4% Bonds, Series A, at the following rates: Until and including May 1, 1909, at 80%; thereafter until and including May 2, 1910, at 82½%; and thereafter until and including May 1, 1911, at 85%, interest in each case, and upon both notes and bonds being allowed and adjusted. Subject to the prior exercise of the foregoing option, as stated in the Trust Indenture, the Railway Company is to have the right at any time to withdraw any or all of said collateral by payment thereof in cash at the following prices: Southern Railway Development and General Mortgage 4% Bonds, Series A, at the same prices and for the same periods as provided above for conversion of the notes; Tennessee Central Prior Lien Mortgage 4% Bonds at not less than 85%; Virginia and Southwestern First Consolidated Mortgage 5% bonds at not less than 90%, with accrued interest in each case. Such cash is to be applied by the Trustee to the purchase or redemption of the Notes as provided in the Trust Indenture."

Referring to the above, on behalf of the Syndicate which has purchased the above-mentioned Notes, we will receive applications for the same at the price of 98½ per cent., and accrued interest, payable at our office,

23 Wall Street, New York, as follows:

On application, \$50 per \$1,000 Note.

" June 1st, 1908, 935 " 1,000 " and accrued interest.

Holders of Southern Railway Company's Two Year 5% Sterling Notes maturing June 1st, 1908, and July 2d, 1908, may deposit their Notes, and will receive preference in allotment to the extent of the Notes so deposited, and depositors of Notes maturing June 1st, 1908, will receive a cash payment of \$35.00 per Note and depositors of Notes maturing July 2d, 1908, will receive a cash payment of \$30.00 per Note in adjustment of difference in price and interest.

Preference in allotment will also be given to registered holders of the Southern Railway Company Stock Trust Certificates making application on the special form which may be obtained at our office.

The application list will be opened at 10 A. M. on May 27, 1908, and will be closed at or before 3 P. M. the same day.

We reserve to ourselves the absolute right in our discretion to close the application list at any time without notice and to reject any or all applications and also to allot smaller amounts than applied for.

All applications should be made on forms which may be obtained at our office, and must be accompanied by a deposit of \$50 per \$1,000 Note, or the maturing Sterling notes of the Southern Railway Company, as mentioned above.

If no allotment is made, the deposit will be returned in full, and if only a portion of the amount applied for be allotted, the balance of the deposit will be appropriated towards the amount due on allotment. If any further balance remains, such balance will be returned. Failure to pay any instalment when due will render previous payments liable to forfeiture.

Temporary receipts will be issued pending delivery of the definitive Notes.

Subscriptions will also be received and Sterling Notes maturing June 1st and July 2d may be deposited at the offices of Messrs. J. S. Morgan & Co., 22 Old Broad Street, London, E. C.

J. P. MORGAN & CO.,

Syndicate Managers.

May 19, 1908.

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American Supply Co. of Providence, R. I. 105	Clyck Co., M. S. & D. A. 71	Department of Commerce and Deming Co., The. 100	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
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Atlanta Steel Co. 28	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
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Austin Mfg. Co. *	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
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B	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Babcock & Wilcox Co. 8	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
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Baldwin Locomotive Works. 85	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Ball Engine Co. 4	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Ballou Mfg. Co. *	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Audit Co. *	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Bridge Co. 20	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Cooperage Co. 97	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Electrotype Co. 11	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Office Supply Co. 69	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Baltimore Steam Packet Co. 108	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Bandy & Myers. 20	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Bank of Richmond. 70	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Banks, Parsons & Co. 73	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco & Petten Machine Shops. 1		Sacco & Petten Machine Shops. 1
Banner Electric Co. 3	Clyck Co., M. S. & D. A. 71	Deming Co., C. W. 71, 76, 78	Hungerford & Terry. 21	Schaefer, Julian. 32	Sacco &		

